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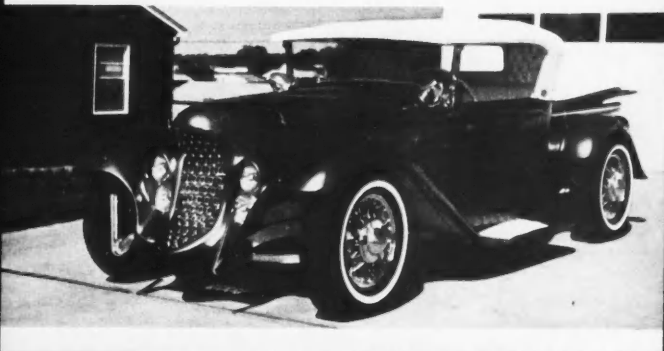
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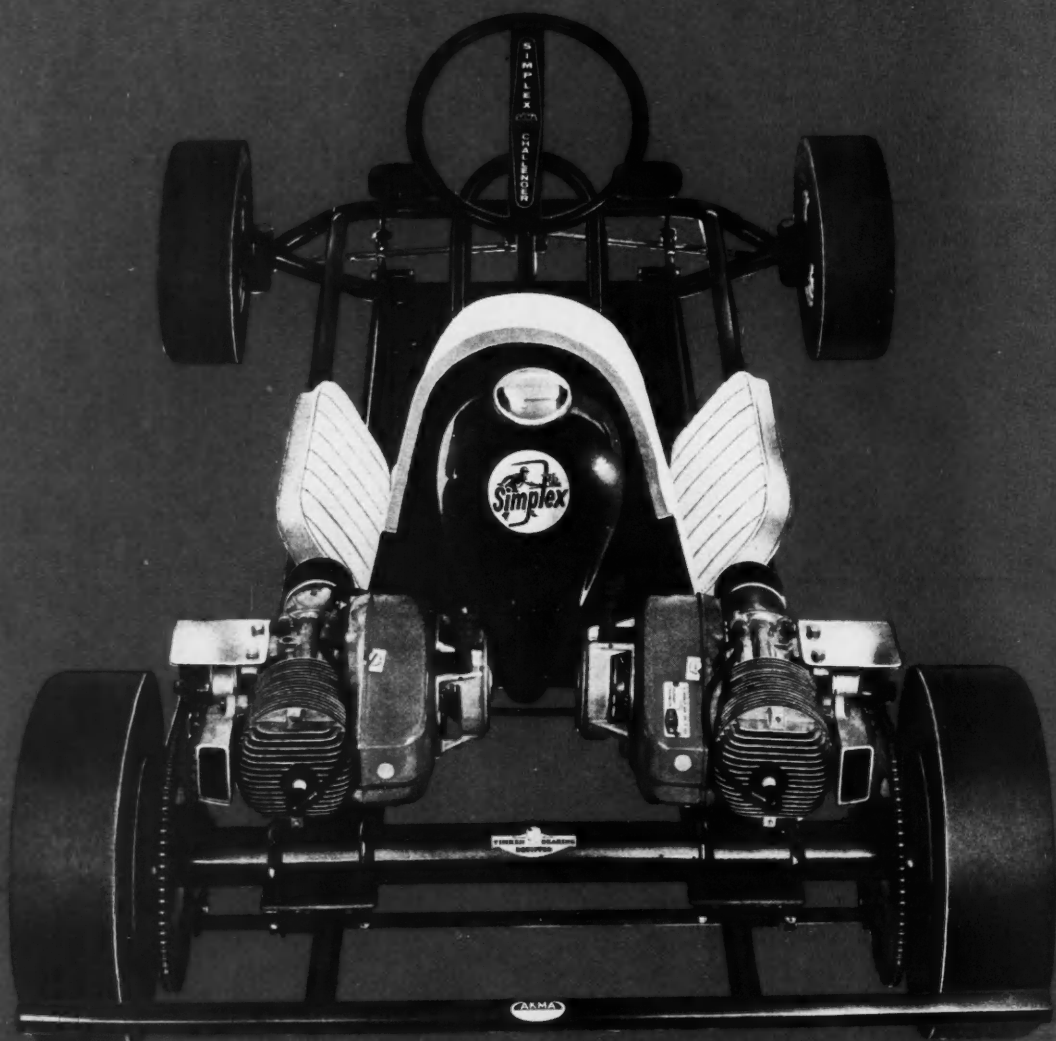
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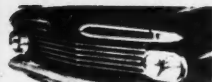
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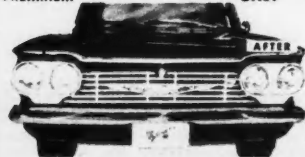
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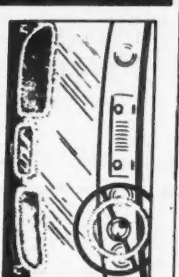
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COVER

Four of the most radical showcars to come along in recent months share the spotlight on our cover this issue. Modern trends update these trophy winners. —Anacochromes by Faraone, Hegge, Winfield.

OCTOBER, 1960

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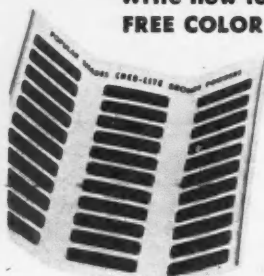
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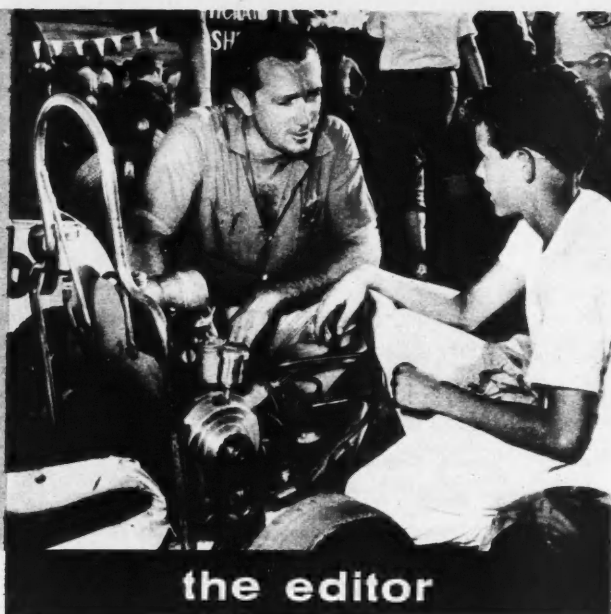
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SPEAKING

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the editor

IF YOU DETECTED an echoing staccato of small bore engines overheard last month it was largely due to the blast of three hundred young drivers wringing out their quarter midgets during the second annual running of Tulsa's Grand National for the small-fry. Attracting participants from coast to coast, the event, under the auspices of the Tulsa Quarter Midget Association and sanctioned by the newly formed Quarter Midgets of America, went a long way in demonstrating that quarter midget activity is anything but *passé*. Editorial deadlines prevented us from placing coverage of the action packed event in this issue—but next month we'll be on hand with a complete photo spread on race results and the new champs. Quarter midgets, like many other forms of automotive sports, have adopted an identity phrase among their own ranks that bears passing on—"The only place where alcohol and driving mix is in the 'AA' class."

Ringier ears are a trademark with karting, especially when you absorb some three-days of the high revving two-strokes. And I would be foolish in attempting to disguise our physical auditory condition by stating that we had returned to normal after attending the recent Go Kart Club of America 2nd annual Grand Na-

tional Kart Road Races. With the pit area numbering over three hundred entries from all parts of the country and grandstands overflowing with thousands of spectators, the famed 4/10th of a mile Azusa Go Kart 'Raceway' possessed all the fanfare and excitement of a Daytona Speed Week. On page thirty-six you can get a better idea of the event's action and a look at karting's new 1960 GKCA National Champions under fire with Associate Editor Jim Gilbert's day-by-day reporting.

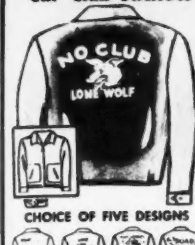
As it happened, CAR CRAFT has a double barrel charge for the fleeting two-stroke contingents this issue. Following the GKCA 'Big Blast' comes editorial representative Bob Hegge's on-the-spot reporting from St. Louis where Grand Prix Kart Club of America stages their national title match.

Four of the wildest rod and custom show-cars are served up on the front cover this month. Displaying styling techniques from the purist to the most bizarre, the quartet examples the sculpturing torchwork from four of the country's leading custom body shops. Consider the combination of other informative topics in this issue for the avid automotive enthusiast—and I'm sure you will find the October package enjoyable reading.

—Dick Day

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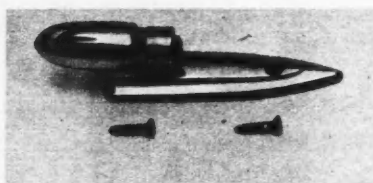
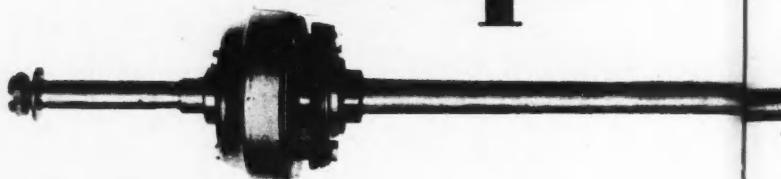
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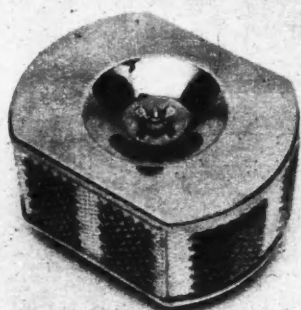
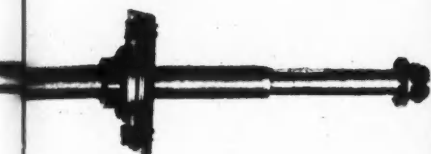
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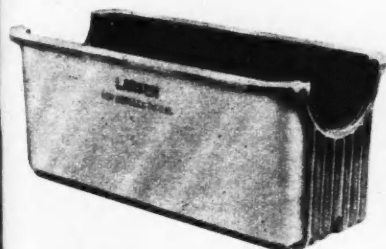
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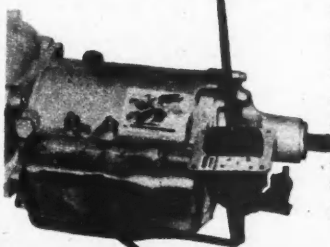
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OCTOBER, 1960

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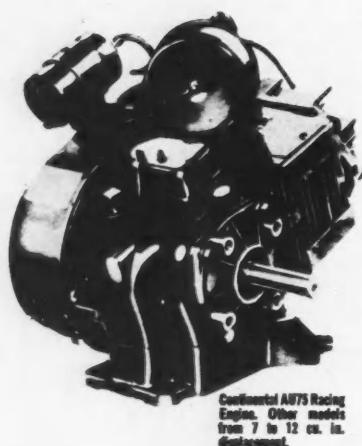
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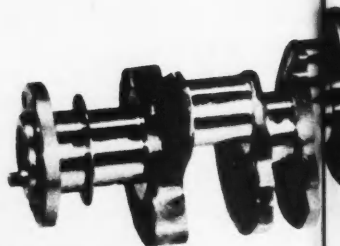


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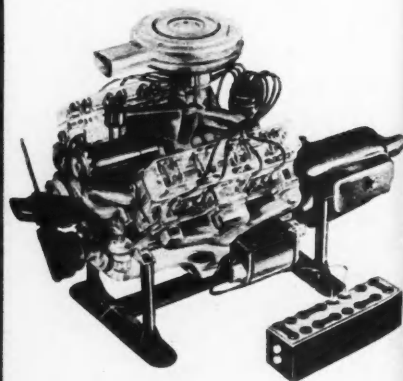
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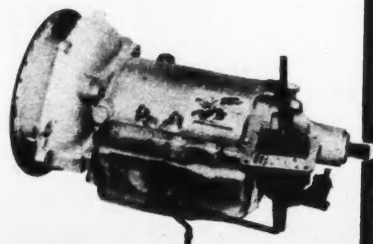


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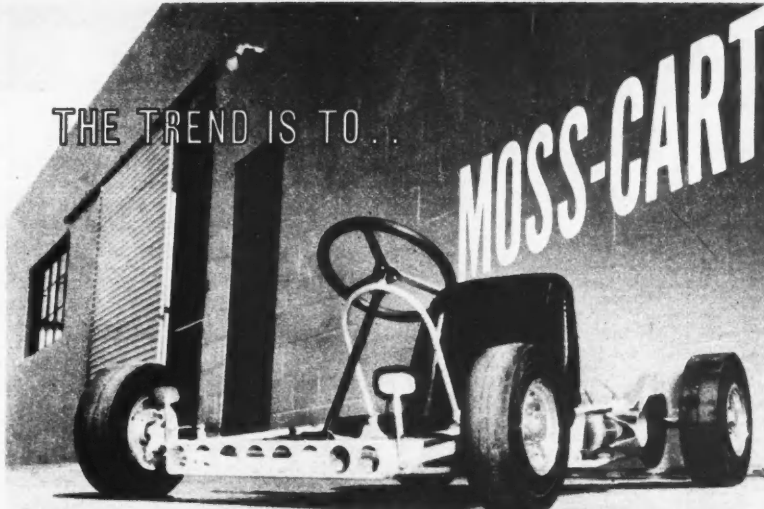
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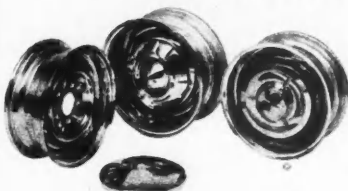


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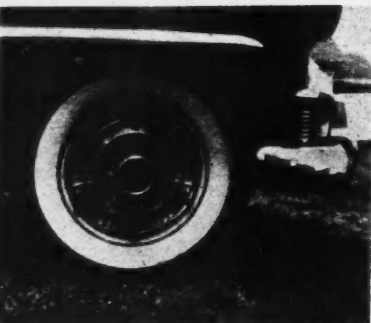
Box 961, SCRANTON, PA.

LETTERS

ANOTHER CAP CONCEPT

Dear Sir:

I have been a reader of your magazine for several years, and enjoy it very much. In your April issue you showed how to put '58 Ford taillight lenses on a '59 Ford cap. I am send-



ing a photo of my hubcaps. They are 1957 Buick caps with six 1955 Olds Fiesta flipper blades and 1958 Ford taillight lenses. I thought your readers would be interested in this.

- Verlon Bence
Dill City, Okla.

We're sure they are. The discs are very nice and show ingenuity and workmanship. - Ed.

NEW KART CLUB

Dear Sir:

We have formed a Kart club centering in the Hudson Valley area, although we are only two months old we have fifty avid karting members. We love the sport and want to keep it going.

Eventually we plan to have our own track, right now we are interested in new and active members.

Anyone interested in our club can write to me at:

The Kart Wheelers
P. O. Box 155
Clintondale, N. Y.

- R. Orphan

Letters, anyone? - Ed.

CUSTOM MODEL CLUB

Dear Sir:

I am writing you in hopes that you will print this letter in your "Letters" section for your readers to notice.

I am president of a growing model car club, called CUSTOMETTES.

We would like to have more members. If anyone would like to join our club, here is what they can expect from it:

- 1) A monthly club newspaper.
- 2) A "classified ad" section for members to buy, or sell models.
- 3) Possible discounts on models and custom material.
- 4) PLUS many other club benefits and advantages.

Anyone interested should write to me and ask for CUSTOMETTES Information Sheet #2. This will give them full details. Thank you very much for your cooperation.

- Ronald Oetting
4803 Euclid Avenue
Fort Wayne, Indiana

We will always try to help new clubs. - Ed.

'MODEL SHOW'

Dear Sir:

Enclosed are a few pictures of what we think is the only model car show ever held. There were about fifty-eight cars in the show. The cars were made by the members of the Gear Grinders Model Car Club. All the cars in the show are put out by the AMT Corporation. We would like to see the pictures of the show



in your magazine if possible. Our ages range from 13 to 18.

- Bart Wallace, Sec.
Gear Grinders
Woodbury, New Jersey

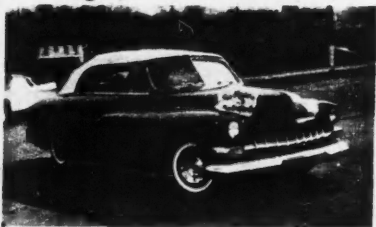
To our knowledge, your statement is true. - Ed.

'REV MASTER MERC'

Dear Sir:

Enclosed is a picture of my '51 Merc convertible. It is not a wild custom but I am very proud of it. I bought the Merc for \$40.00 and did the work myself. It is nosed and

decked, the headlights are frenched, and a '54 Chev grille with more teeth is added. The car has been lowered 5" in the front and 3" in the rear. It has full length lake plugs and '57 Dodge Lancer wheel discs.



The Merc is powered by a '56 Olds with cam and 4 two-throats. The trans is Merc with Corvette side shift and 4.11 gear ratio. I am a member of the Rev Masters, of New Brighton, Pa.

I would like very much to see my car in your magazine. I have read it for many years.

— James Smith
Beaver Falls, Pa.

Always happy to oblige faithful readers, too.— Ed.

'GIRLS... AH, YES'

Dear Sir:

Here is something I am more proud of than a car. This is my girl, Madge. She seems interested in cars and is willing to learn about engines. It's a good thing to get the girls on our side.

I don't see how a guy could do anything right if he didn't have a girl around to get in his way. You couldn't get anything to run right if she didn't ask all kinds of questions and take apart what you've been trying to put together. If she gets in your way too much, you can always



set her down and put a CAR CRAFT magazine in her hands. We both enjoy your mag.

— Paul Kerns
Dayton, Ohio

I'm hip.—Ed.

OCTOBER, 1960

AGAIN IN THE WINNERS CIRCLE



Illustration shown is
Jim Mulligan, overall
1st place winner in
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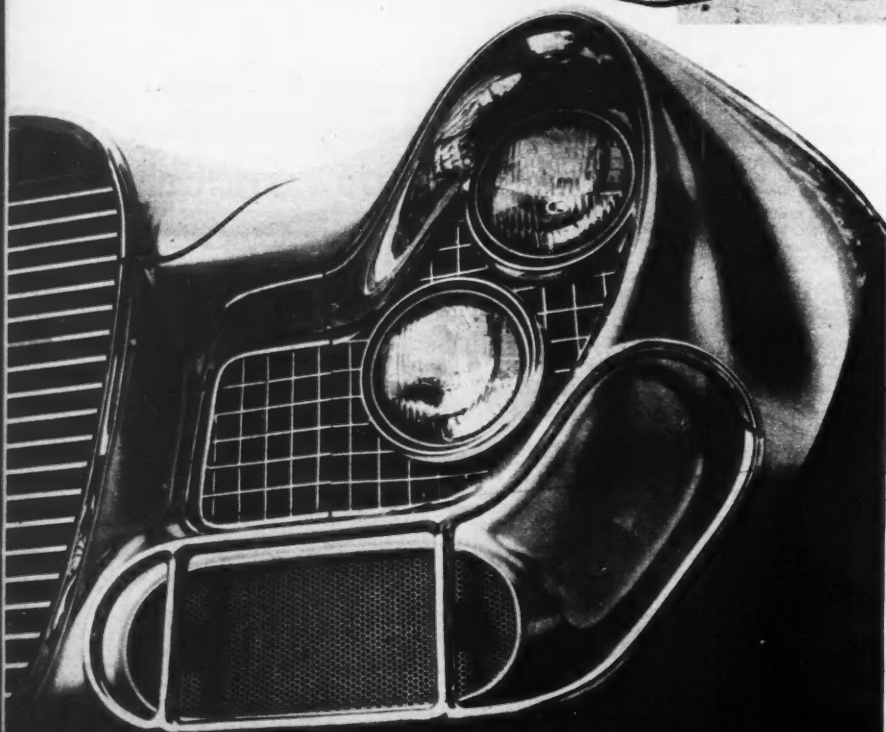
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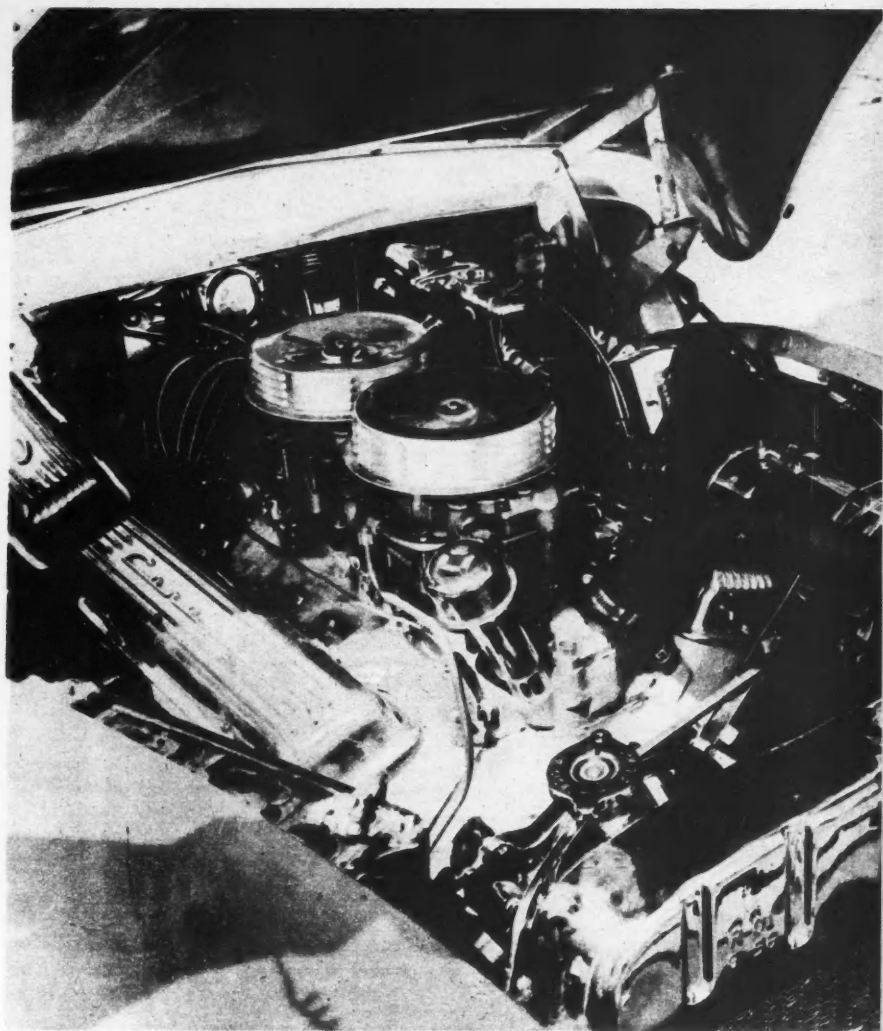
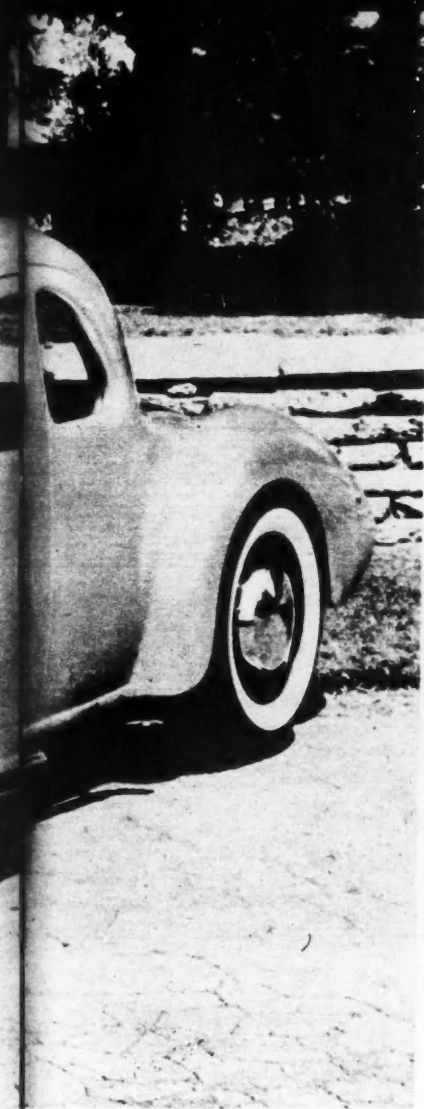
OCT. 19-23

"MARK I MIST"



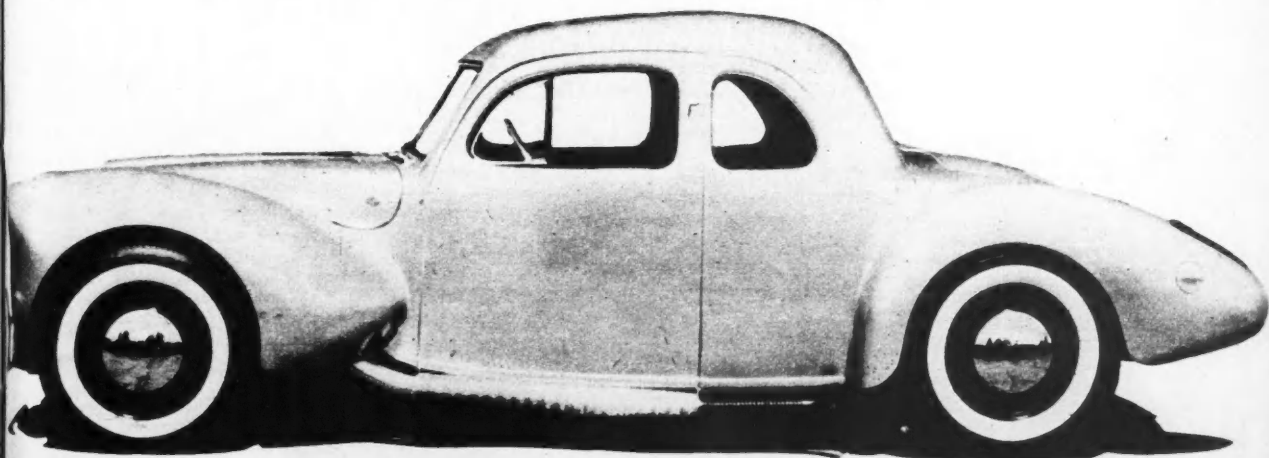
Above. Without a doubt the custom coupe portrayed on these pages is one of the finest cars to appear in ages. Following 2 years of artful restyling, the \$50 '36 Ford coupe left in Joe Wilhelm's care emerged a real winner. The San Jose customizer sectioned the coupe 4", channeled another 6". Proud owner of this choice machine is Richie Feliz.

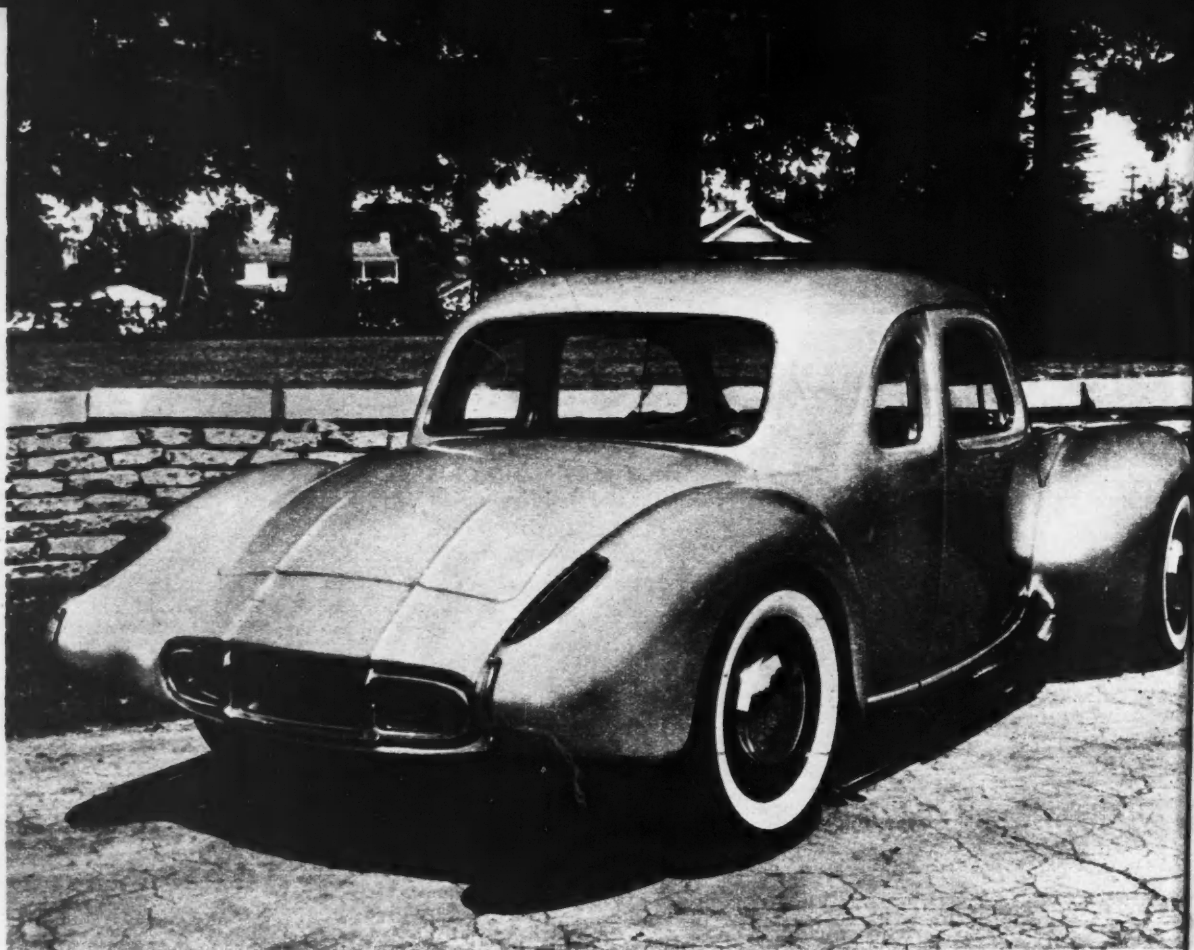
Left. Reworked front fenders came from a '40 Ford, were altered to take a pair of '59 Lincoln lights. Custom nerf bar protects handmade oval grilles. Mesh makes up centerpieces. Center grille frame is Edsel, horizontal bars made from bar stock then chromed. The hood features concave scoop aft of grille.



Below. Lowness of Feliz' coupe is apparent by level of hood line. Body line, handles were removed. Hinges were replaced with other units, now inside.

Providing power for the Mark I Mist is a mildly reworked '57 Corvette mill. Heads have been ported, polished, while twin four-barrels take care of the intake side. Other changes are headers and the addition of much chrome. Frame is stock '36 Ford, dropped axle used up front, brakes taken from a '40 Ford. Steering is '48.





"MARK I MIST"

Wilhelm painted the coupe a beautiful Blue Ice lacquer, providing pleasing background for many custom features. Windshield, rear window were changed to larger units.

Rear grille features similar fine mesh screen, contains inverted '49 Chev license bracket, nerf bars. Rear fenders are of two '38 Chev fenders each, sport louvers, nerf bars.



Right photos. Much modified '40 front fenders altered to take '59 Lincoln quad-grille combo. Lower grille formed from round rod designed to take nerfs. San Jose, Calif., has been noted for years as the birthplace of some of our finest customs, and from latest reports, the Mark I Mist is due back in Wilhelm's Custom Automobile shop for a complete new chassis installation. '57 Chevy trans is used with a Corvette floor stick.

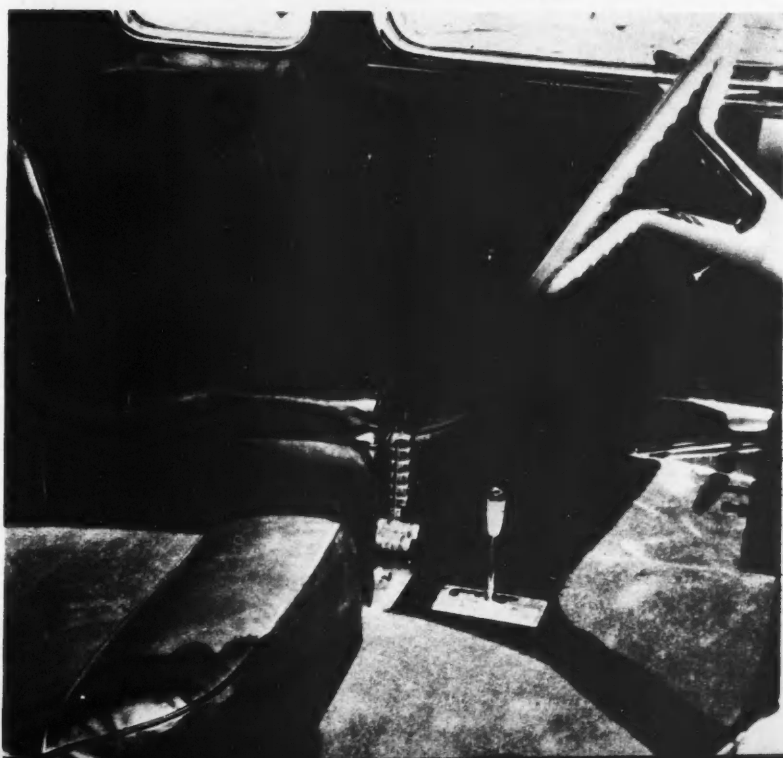


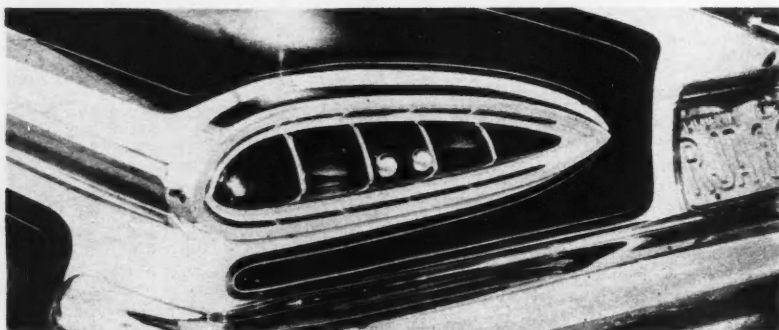
Custom dash panel features Stewart-Warner gauges, tach and speedometer. Panel has been machine turned, adds contrast to dark interior. '60 Olds provided attractive steering wheel. Single swinging pedal is for hydros. When the car is revamped, steering, mechanical features will all be electronically controlled, in keeping with the trend.

Photos by Frank Faraone



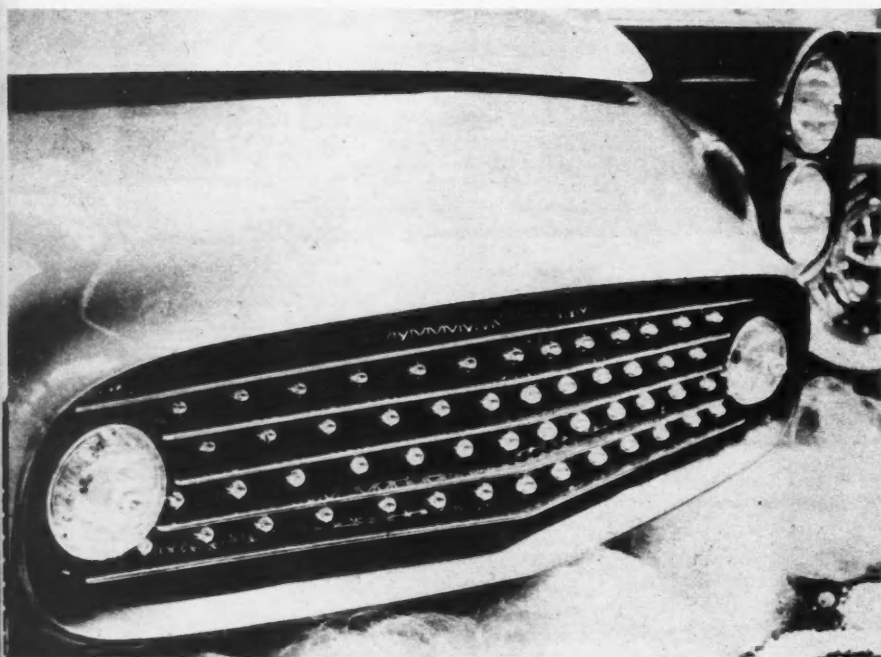
The only job farmed out went to the Fremont Upholstery Shop, Fremont, Cal. A very sedate interior was designed there in black Naugahyde and Mohair. MG-A seats were selected for the Mark I Mist. Note the radio mounted in the center arm rest. In summation, we can only say Richie Feliz possesses a fine show car, a tribute to Wilhelm's skill.



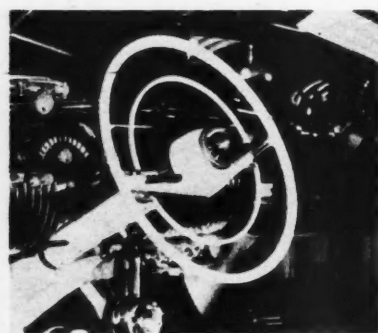


Give It Sparkle

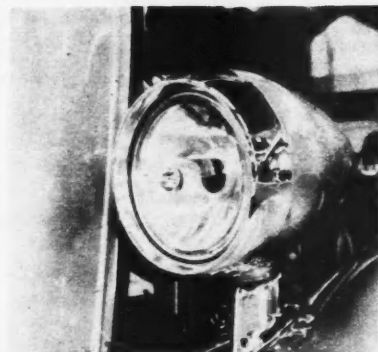
Handy bullets can be used as the main attraction or to draw attention to a custom feature



Upper photos. Stock '57 Chev taillight lens received an added bit of glamour with the addition of miniature chrome bullet trio. Less noticeable at first glance are the pair of bullets gracing the stock '59 Chev lens to the right. Extra treatment is designed to accent already clean lines of the lenses. Modification is inexpensive.

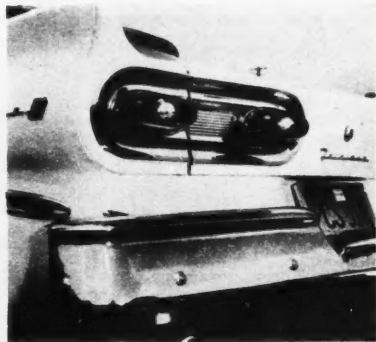


It was bound to happen sooner or later. One owner of a custom has finally put a chrome bullet atop his horn button.

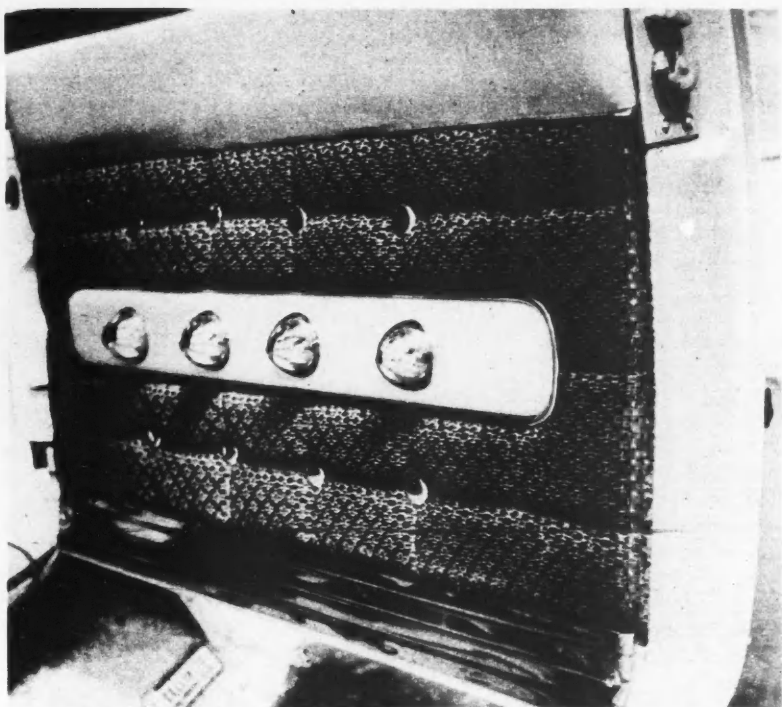


Above. Completely restyled T-Bird features beautiful grille layout. Thin horizontal chrome bars separate rows of small bullets, both mounted on perforated metal backing. Custom parking lights also mount single chrome bullet, as do quad lights.

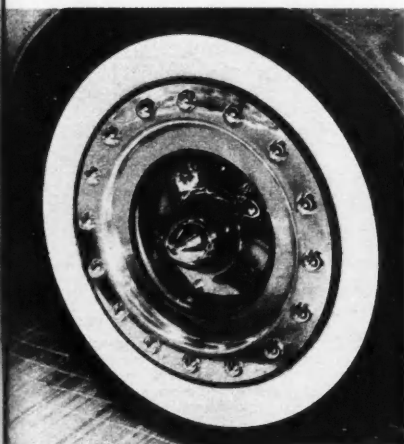
Early model headlight mounts english Lucas lamp decorated with one of the popular chrome bullets now in vogue.



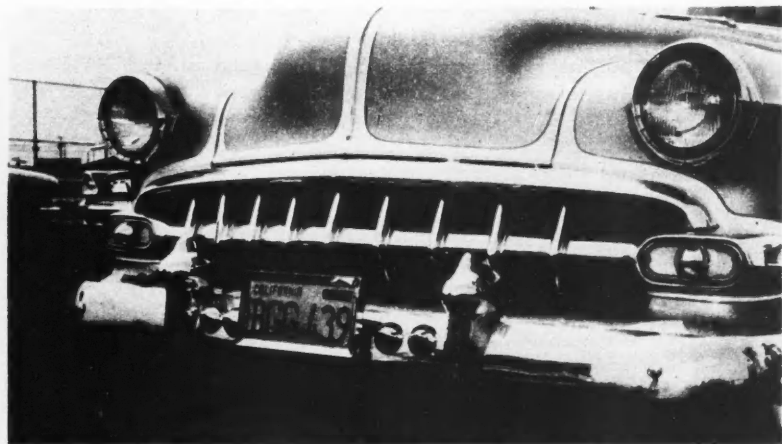
Above. Ford Fairlane, '58 vintage, with bullets added to lens centers are very eye-catching. Few places on today's restyled cars are unsuitable for the addition of small, sparkling trim pieces.



Contrasting panel features an array of chrome bullets, following theme of four chrome buttons above and below on the upholstered panel. Addition is attractive.



Custom hubcap above is ringed with the smaller chromed bullets while the larger unit covers the hub. Effect is quite startling and shows originality.



Center Right. Bumper guards on the '53 Chevs feature small bullet-like tips so this owner added twin pairs to the bumper, set in the parking lights.



Right. Large sheet of perforated plexiglass is covered with a multitude of chrome bullets set in a striking pattern.

Early this Spring CAR CRAFT featured a super-tuning article on the various engines available in the Ford, Mercury, Edsel and Lincoln automobiles. In the article we stressed the point that '58 and '59 Ford products were engineered to please the average new car buyer by producing exceptionally low rpm torque and comparatively high rates of economy. This left much to be desired by the performance minded automobile enthusiast. Fully aware of this situation, a factory high performance kit was produced and made available at a reasonable price for the 332, 352 and 430 cubic inch engines. The Interceptor camshaft assembly is part of this kit and can be easily installed by following the step-by-step contents of this article.

The 1958 and 1959 Interceptor camshaft is a comparatively mild racing grind capable of approximately 750 more engine rpm and a 25-30 horsepower increase. A similar kit was produced in 1960 that is interchangeable with the '58 and '59 units and which boasts a very desirable long duration camshaft which increases maximum engine revolutions by approximately 1500 rpm and 40-45 horsepower. This camshaft is recommended to be used in conjunction with a rear axle ratio of 4:11 or lower.

STEP #1

The installation of an Interceptor camshaft assembly must begin with removal of the stock camshaft.

The first step in removing the stock camshaft is to drain the cooling system and disconnect upper and lower radiator hoses. If the car is equipped with an automatic transmission, disconnect oil cooler lines at the radiator lower tank. Unfasten radiator from its support and remove it from the chassis. (Upon reassembly of the radiator system do not tighten the support bolts until after the oil cooler lines are connected).

STEP #2

Disconnect all lines from the fuel pump and if the car is equipped with power steering, disconnect pump bracket from water pump. Remove the distributor and water pump. Using a proper puller remove the vibration damper. Unfasten the oil pan and leave it loosely attached to the engine to prevent damage to the gasket upon removal of the front cover. Unfasten and remove front cover. In reassembly install a new front cover oil seal.

STEP #3

After removal of the front cover, crank engine until the timing mark located on the camshaft sprocket is adjacent to the timing mark on the crankshaft sprocket. Remove the camshaft sprocket cap screw and fuel pump eccentric located on the nose of the camshaft. Slide both sprockets and the timing chain forward and remove as a unit. Reverse foregoing procedure to install the chain being sure to align the timing marks as shown.

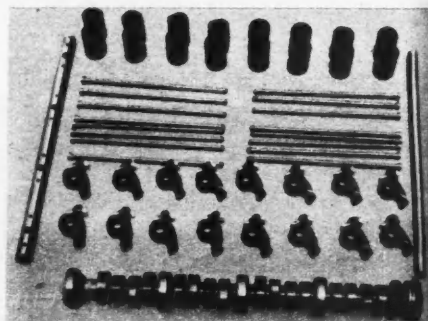
STEP #4

Remove air cleaner, throttle linkage and all manifold-to-cylinder head bolts lifting the intake manifold and carburetor as a unit. Remove exhaust manifolds, coil, and spark plugs. Unfasten rocker arm support bolts and remove rocker shaft assemblies. Remove cylinder head bolts and lift heads from block. The cylinder heads

"INTERCEPTOR CAM"

*Added Punch for Fords,
Mercs, Edsels and Lincolns*

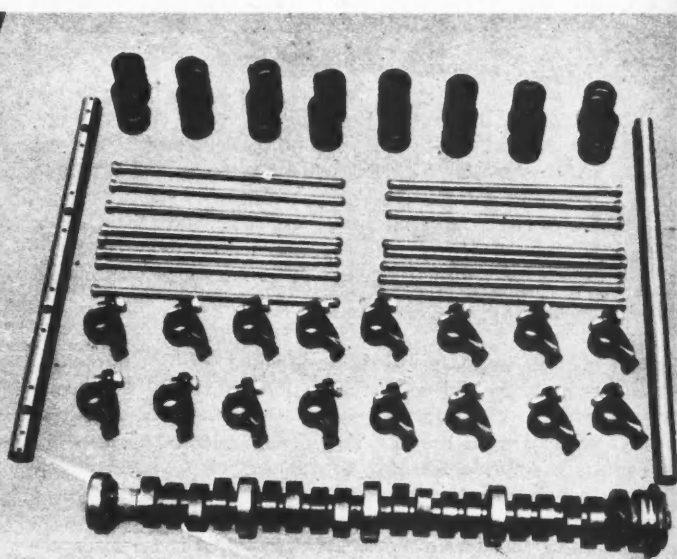
By John Geraghty



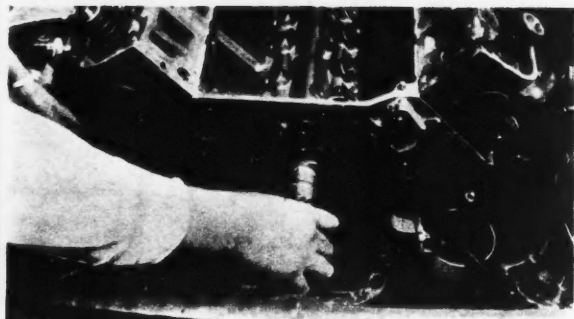
The interceptor camshaft comes complete with rockers, push rods, rocker shafts and springs. The kit is easily installed in any 332-352 cubic inch Ford, Mercury or Edsel engine. Lifters and baffle kit must be purchased separately.



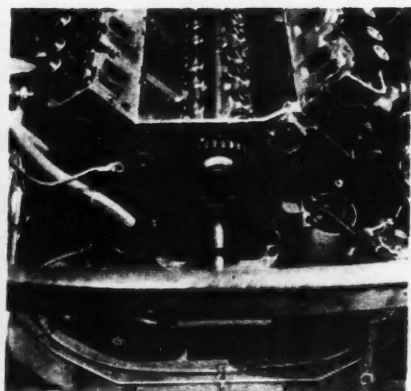
To prevent galling of the cam lobes and lifters, it is recommended that they be lubricated with a special graphite grease. It is available through speed shops, manufacturers.



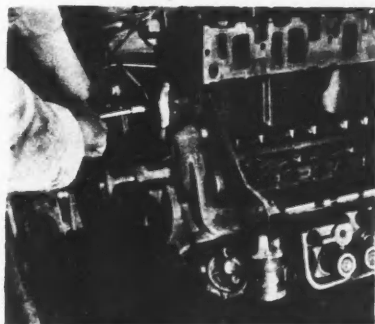
Photos by Al Palacy



In fitting the new Interceptor cam into your engine, carefully slide it through the 5 cam bearings. Care must be taken not to cut or mar the bearing surfaces with the edges of the cam lobes. The soft babbitt is easily damaged.



In reassembling the timing chain unit, extra care should be taken that ignition timing marks on the cam shaft gear and on the crankshaft gear are lined up properly.



After installing the timing chain, the front cover and water pump assembly are replaced. Use of new gaskets is recommended. Tighten bolts evenly and securely to assure a proper seal between pump and cover and engine block.



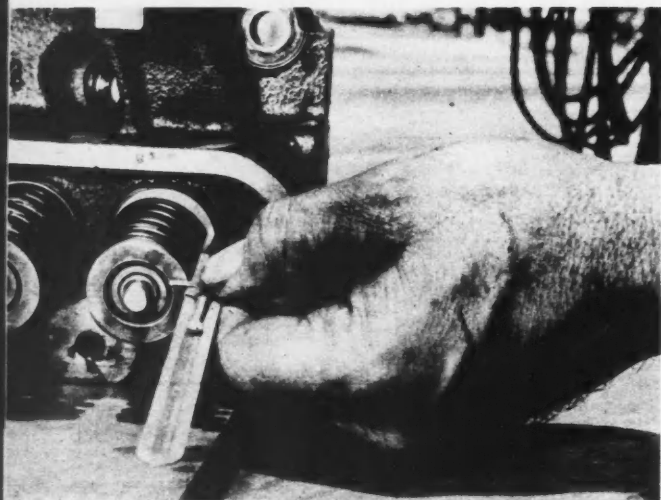
After removing the original valve spring, install the Interceptor components with a valve spring compressor. Do not damage neoprene oil seal upon reassembly however.

"INTERCEPTOR CAM"

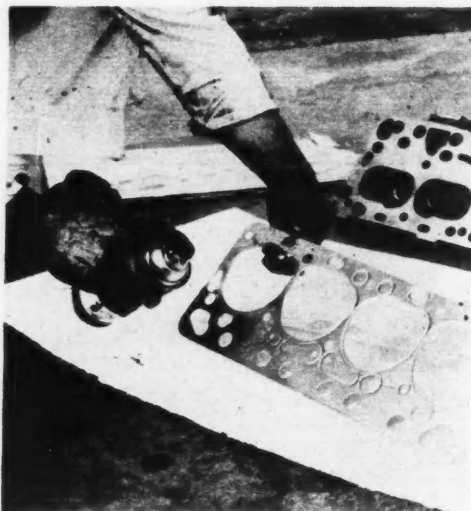
are removed to allow the valve springs to be replaced. There are several ways of replacing these springs without removing the cylinder heads, none of these are recommended. With reassembly of the cylinder heads the new gaskets should be sprayed with aluminum paint, all surfaces cleaned thoroughly and the cylinder head bolts tightened in a progressive manner, from the center out until a tension of 100 ft./lbs. is attained.

STEP #5

Assemble the rocker arm assembly to match the original unit. Using a suitable valve spring compressor remove the valve locks and sleeve, tapping the sleeve with a soft hammer if necessary. Remove the neoprene oil seal from the valve stem and release the pressure on the spring. Remove the compressor tool and lift off the retainer sleeve, retainer, spring and valve. Repeat for the remaining valves. Keep all valves and related parts in order so they may be installed in their respective positions. In reassembly care must be taken to insure proper alignment of the neoprene seal and to prevent the seal from being torn during assembly. A damaged seal will cause excessive oiling through the guides. The replacement springs must be set at a proper length in order to attain the exact spring pressure. Flat shims available at most auto parts houses can be placed beneath the spring to attain the necessary length. Reassembly of the engine will now complete the modification.



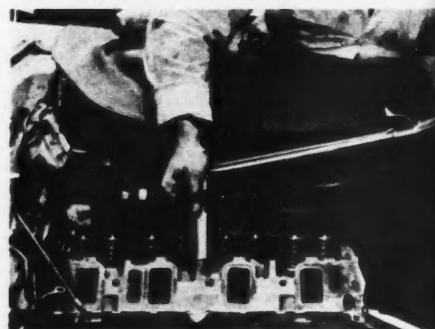
All valve assemblies installed in the heads, your next step is to check the spring lengths. All 332 and 352 inch engines should have a valve spring length of 1 1/4 inches. Maintaining a specific length will insure proper tensions.



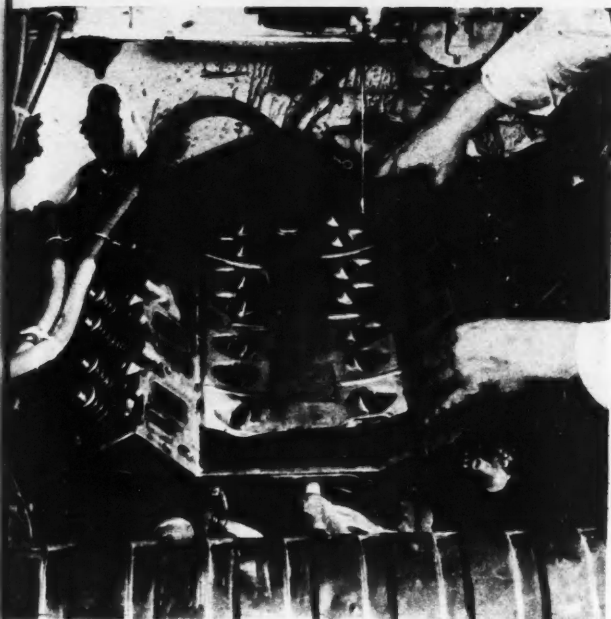
Before installing the cylinder heads, spray the head gaskets on both sides with aluminum paint. This may be accomplished simply and inexpensively by using a spray can.



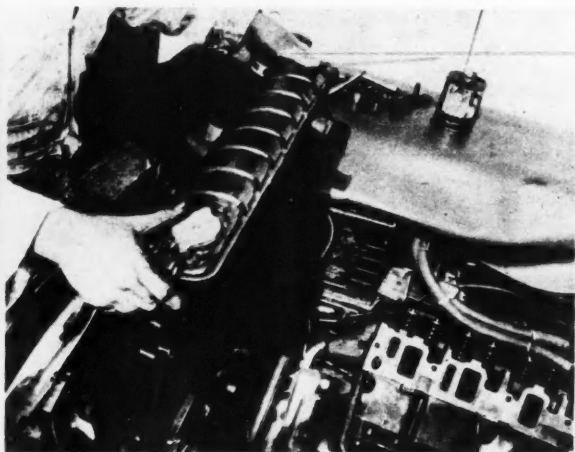
Following positioning of the painted head gaskets over the block dowel pins, replace the cylinder heads. Care should be taken not to scratch or mar the gasket surface.



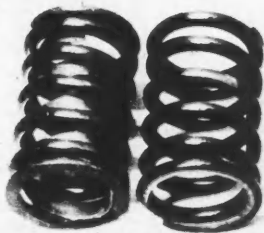
Working from the center out, progressively tighten the cylinder heads in place. Vary the tightening sequence until the desired tension of 100 foot pounds torque is reached.



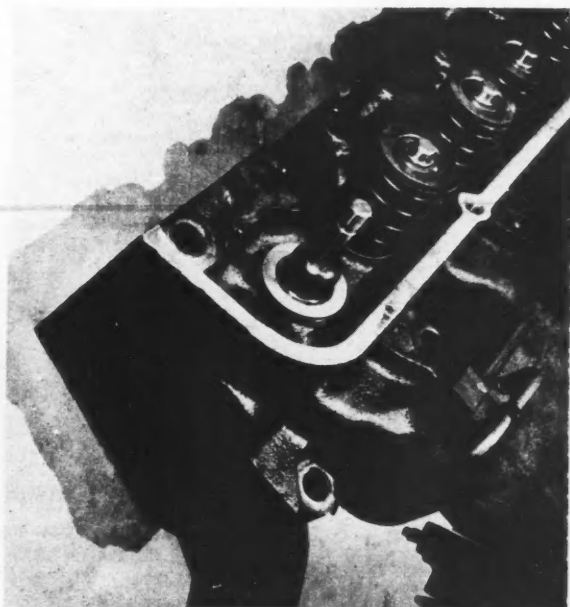
Install the new baffle plate in the valve alley to assure proper oil distribution. This baffle plate is stock on all 1959 models. Keep working area free from dirt, etc.



Radiator is replaced in the same manner as it was removed. Both automatic transmission oil cooling lines should be connected before bolting radiator to the frame brackets.



At left is the 'Interceptor' valve spring which is equipped with an inner dampener spring to assure a higher possible R.P.M. range without incurring high speed valve float.



Valve spring spacers should be placed under the valve springs that need them to attain the proper spring length. They are available in various thicknesses at most stores.

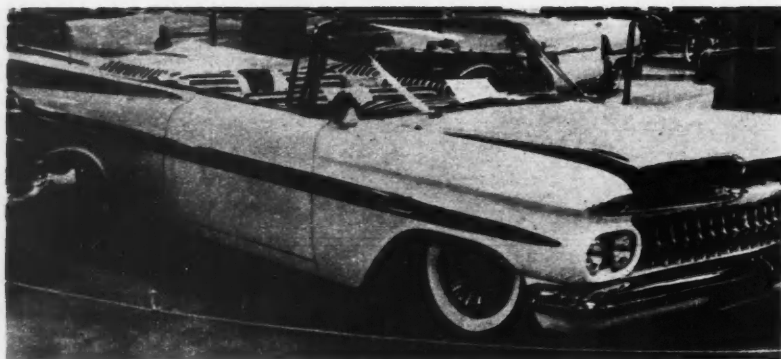


The 'Interceptor' push rod is longer and lighter than the old unit because of the depth in the mechanical lifter. When assembling the valve train it is a good practice to back off all adjustments, lessening chances of bending the push rods.

"SHOW TIME USA"



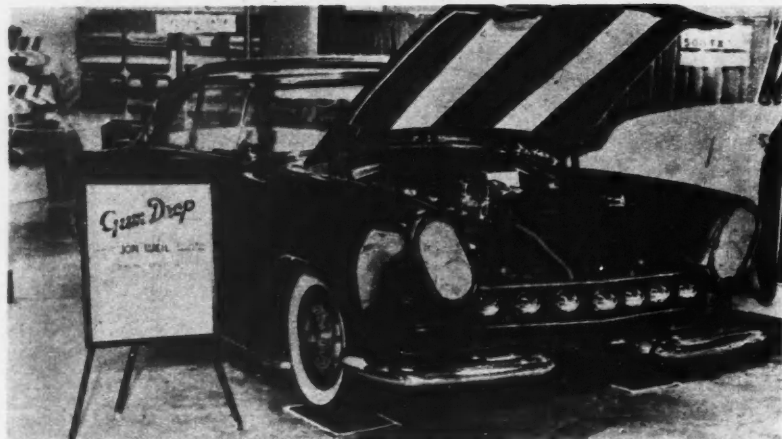
**Entries run from unique to spectacular
at Nebraska Motor Sports Auto Show**



Low slung '59 Chev Impala convert belonging to Charles Dornacker, Blair, Neb., took first place in Custom Converts, Best Upholstery classes. Interior is solid pleats.



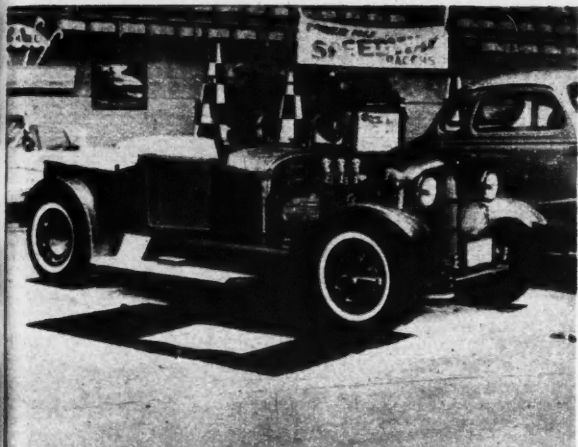
Nebraskan Peter Eggers built fins, recessed deck, added lites to his Ford.



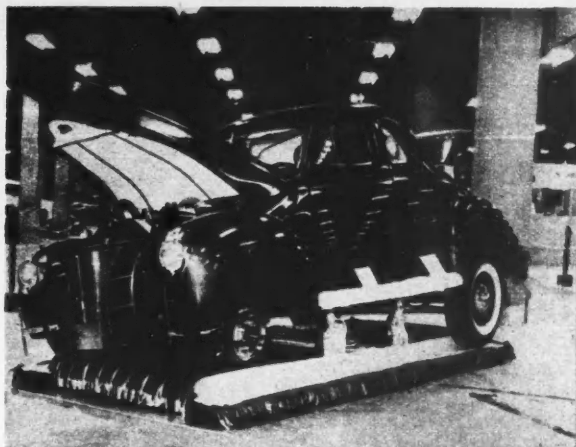
John Weil's "Gum Drop," a '53 Ford running a '57 Olds engine was entered in Radical Custom class. Nebraska entry took 2nd place, has front-end work.



Cramer Bros., from Iowa, built Allison powered custom, run aircraft gauges.



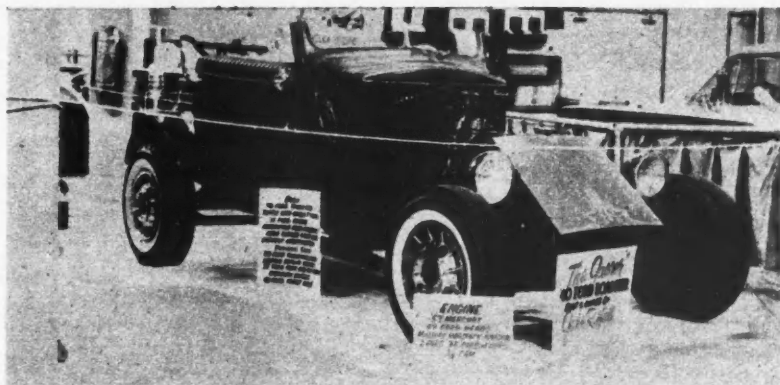
Above. Richard Meierhbeny, Omaha, Nebr., captured first place in Pickups with his sharp '27 "T". Rich built his car from ground up, runs healthy Dodge Ram engine, carries lots of chrome.



Upper right. Full-house Olds powers '40 Ford coupe owned by John Pierce, Omaha, Nebr. Immaculate machine placed first in Special Show Car class. The show had entries from six states.

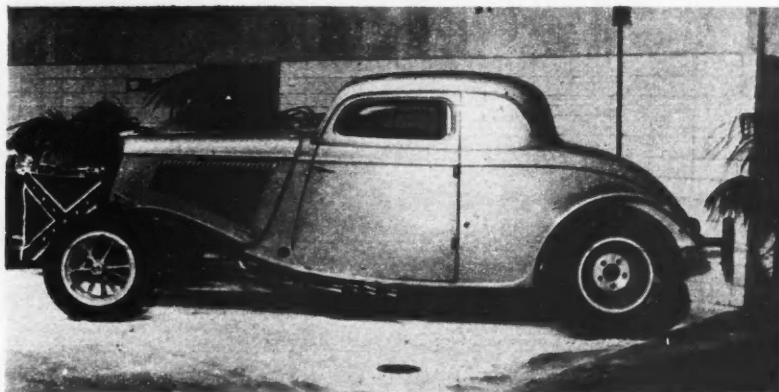


Above right. Channeled '34 Ford with cut-away fenders was built by owner Wayne Percy, Des Moines, Iowa. Engine is '54 Buick, grille from '32 Ford. The car took Wayne 2 years to build.



Right. A real gasser is "The Gasser," built by John Hall of Omaha. Chopped '40 Ford pickup cab rides on Model A rails, rearend is '35 Ford, engine '53 Merc, front-end '40 Ford. Real gone.

Immaculate channeled '34 coupe runs a fuel injected Olds, magnesium wheels, took first in street rod class. Owner Jerry Ross, Omaha, runs car at drags. Top has been chopped, 1/4 windows filled.



Photos by Bob Hegge

RE-STYLING



from mild...

illustrations by larry evans

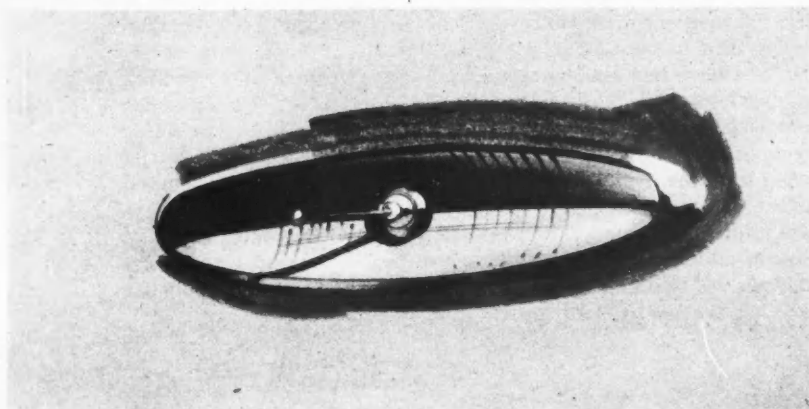
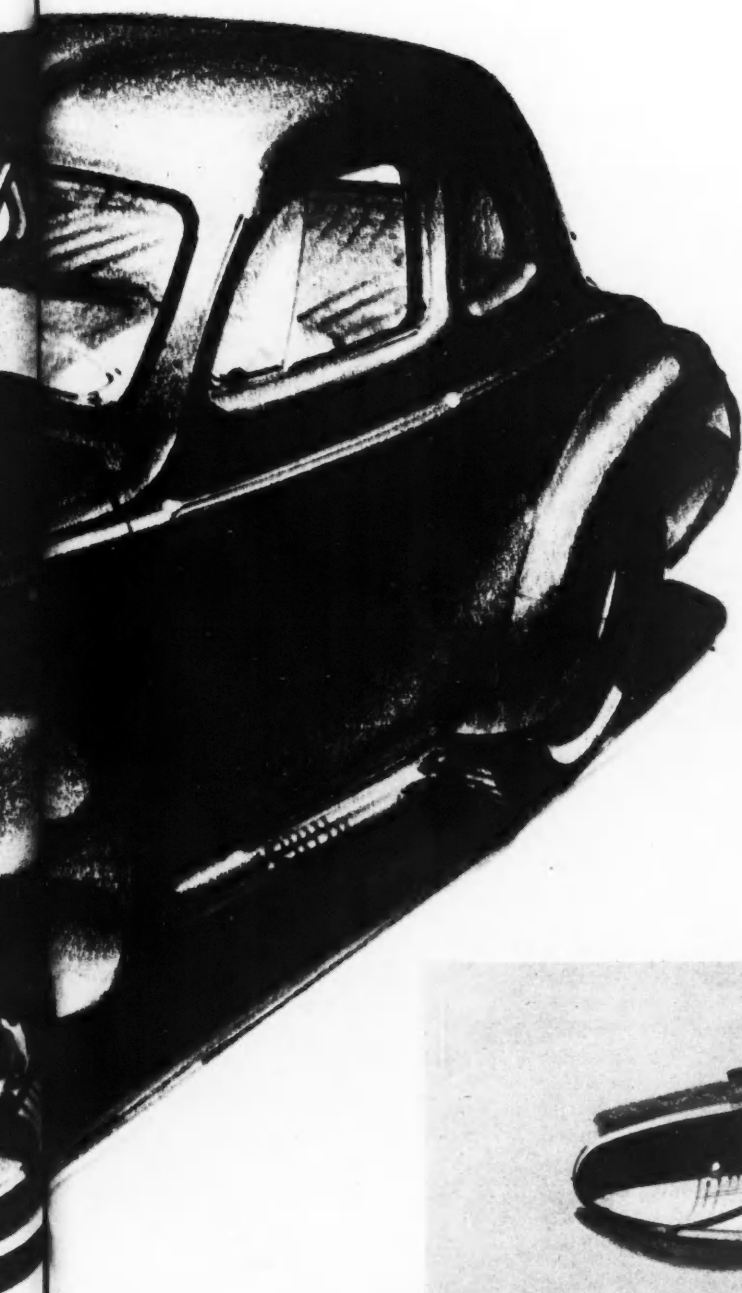


FEW AUTOMOBILES CARRY the nostalgia that the '40 Ford can convey. It was an immediate favorite when introduced and will remain at the top of the list for years to come. It is a perfect cross between a custom and a rod in respect to modifications; you can choose either route.

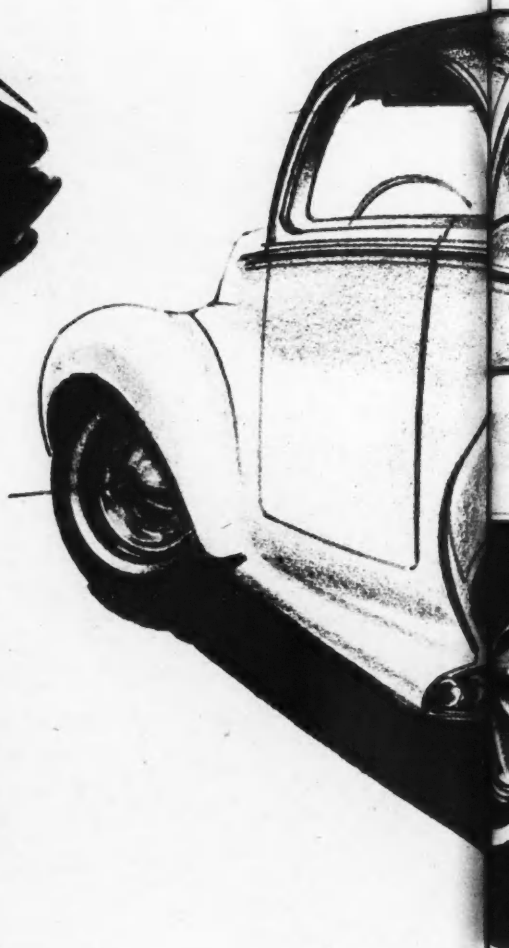
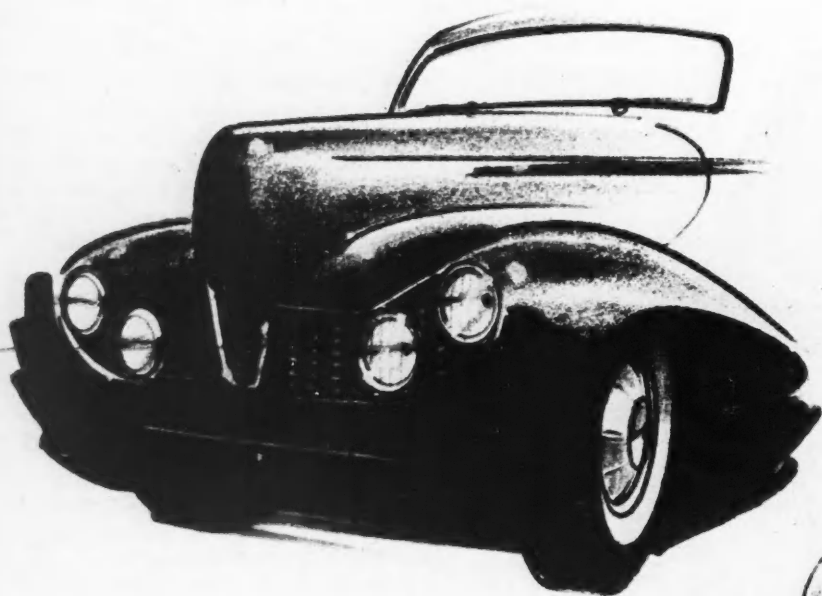
A mild version of the customized '40 Ford includes dual '60 Chevrolet pickup hood airscoops molded to the bottom of both front fenders. Horizontal antennas are installed in the center scoop screens. Canted quad headlights are frenched in. The rear portion of the fender is cut-away and a chromed metal plate is inserted into the sculptured opening. Dual exhaust pipes emanate from a flared panelling that is molded to the quarter panel and fills void left by removal of the runningboards.

The rear fenders are bobbled and rolled with handmade plastic tail-light lenses added flush to the fender surface. The rear wheel well is cut away similar to the front. An Impala roof scoop is added to the forward portion of the roof; the trunk features an identical piece of trim with raised ridges running length of the deck. License is centered between.

A push bar, integral with a rear end grille, highlights the rolled pan which is molded to the rear fenders for a unified appearance.



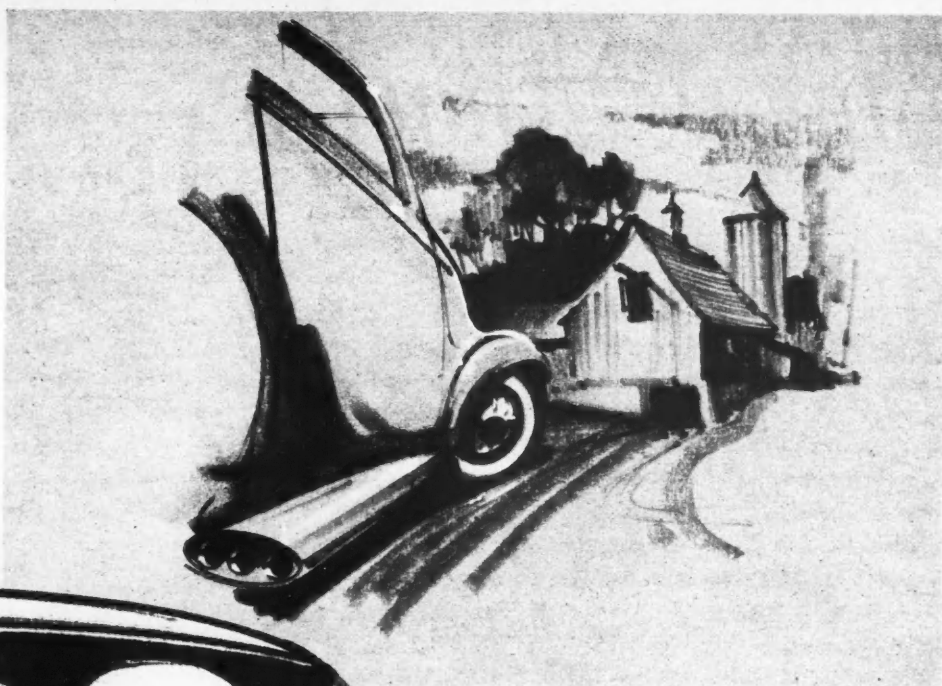
...RESTYLING...to wild



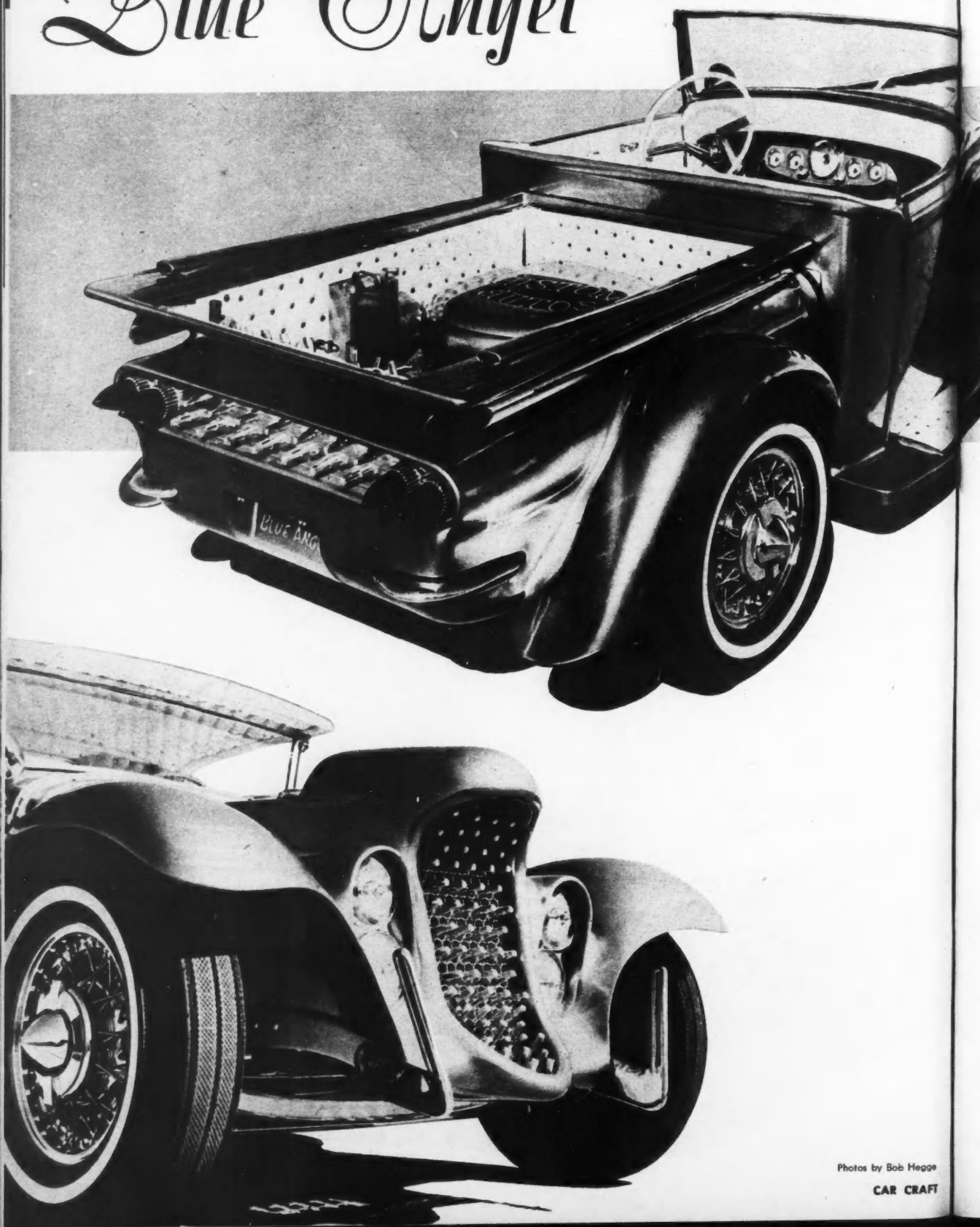
DRASTIC FACELIFTING was performed on front to allow installation of quad headlights that blend into screen grille with Edsel center piece. The front pan is rolled under and the wheel wells are cut away. The door is reshaped to allow strengthening needed because of removal of door post. Metal is added to the top to give a completely new look. A wrap-around rear window is installed in the pseudo hardtop.

'52 Chevy rear fenders are molded to the body and the openings are sculptured. A '52 Chev trunk is also fitted to the rear. It blends neatly into the rear grille opening that is filled with an assembly composed of tubular bars. A plastic taillight lens on either end completes the rear portion that is gifted with a smooth, curved effect due to rolled pan.

Triple exhaust pipes are completely covered by a molded flaring that is added in lieu of runningboards. A few small extras such as custom wheel discs and dual antennas with well-done striping are all that are needed to finish our radical '40 Ford.



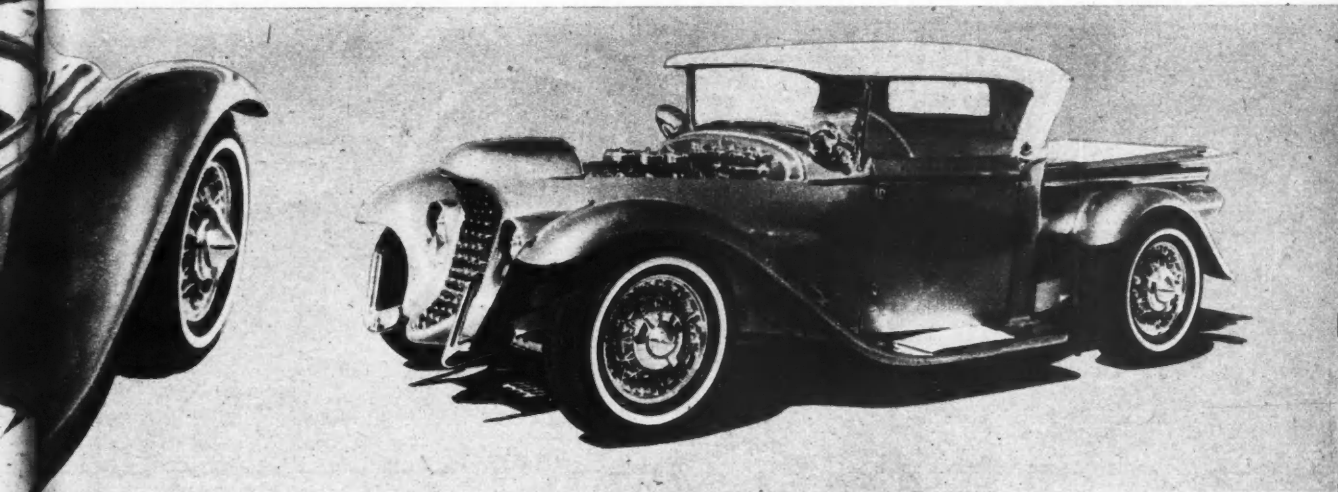
Blue Angel



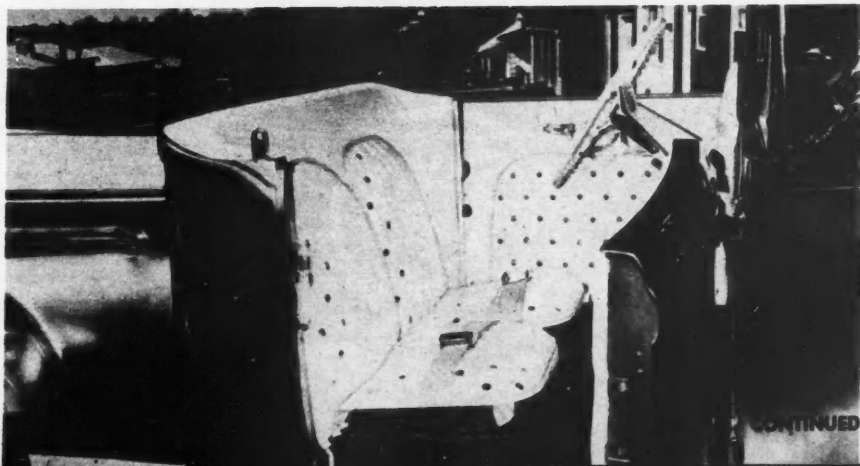
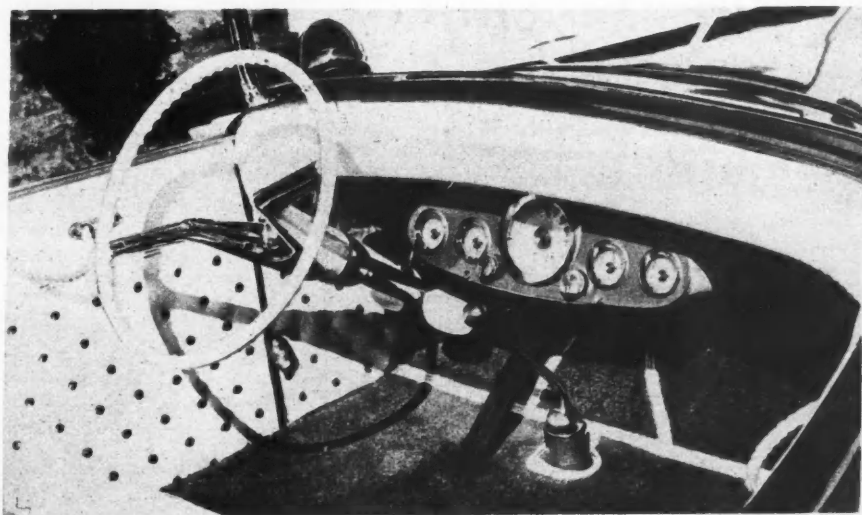
Photos by Bob Hegge

CAR CRAFT

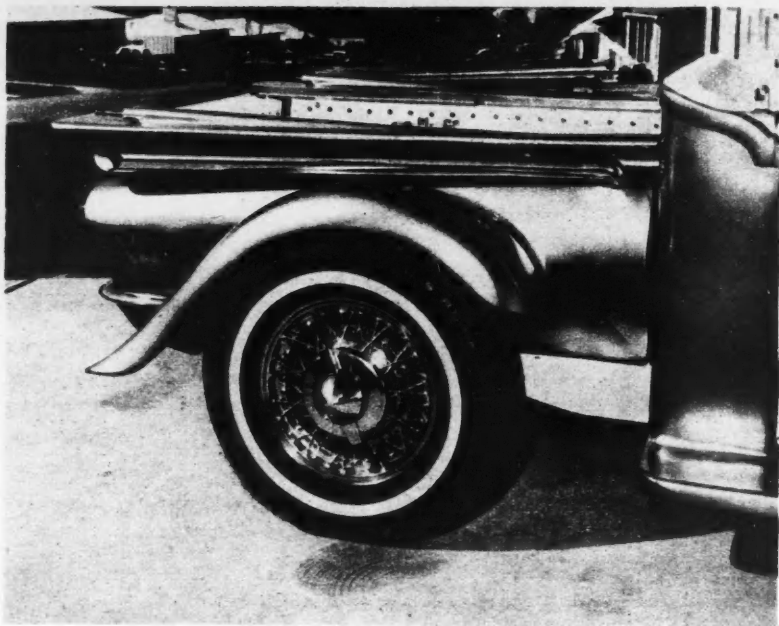
A masterpiece of metal craftsmanship is this '32 Ford pickup designed and built by Ray Farhner of Independence, Mo., as an entry for the Oakland Roadster Show and for advertising purposes for his custom shop. Moon Glow Pearl is the color for the roadster/pickup which has won several Midwestern custom shows, carting home Best in Show, Sweepstakes, and Most Popular car several times. \$4400 and 4500 man hours were invested in this immaculate automobile.



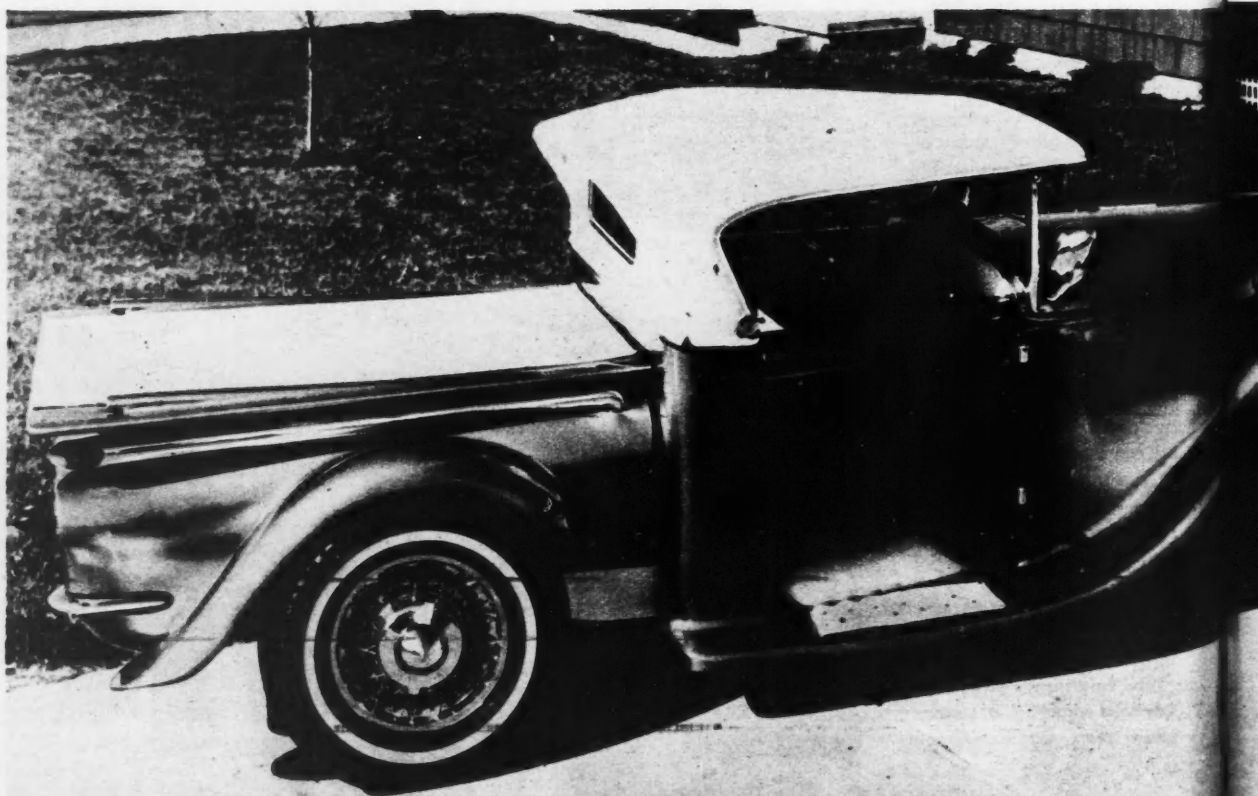
Entire front is handformed. A few of the parts used are Lucas headlights, Cad grille spears, circular mesh screen, L-shape nerfs. Channeled 6", the Blue Angel features complete white glove undercarriage decked out with shiny chrome, paint and scallops. Reversed spring and axle dropped 3 1/2" run. Steering is '50 Chrysler. Upholstery is by Art West of Kansas City. White with blue buttons are major design elements. Late steering wheel and individual instrument cluster beneath a padded dash are employed. Bucket seats cut down due to positioning problems that were brought out by channel job. Step pad in corresponding upholstery motif is added to molded running board. Top is padded and chopped 4". West also stitched bed upholstery. A full line-up of tools, emergency gas cans, a covered spare tire are among show items. Car is a winner!



'56 Chrysler wire wheels with thin wall tires capped with a handmade fender. Bed is entirely custom built. A fin is added and covers exhaust stacks, has horizontal piece with antenna in tips. Curved nerf iron is added. Bed is short.



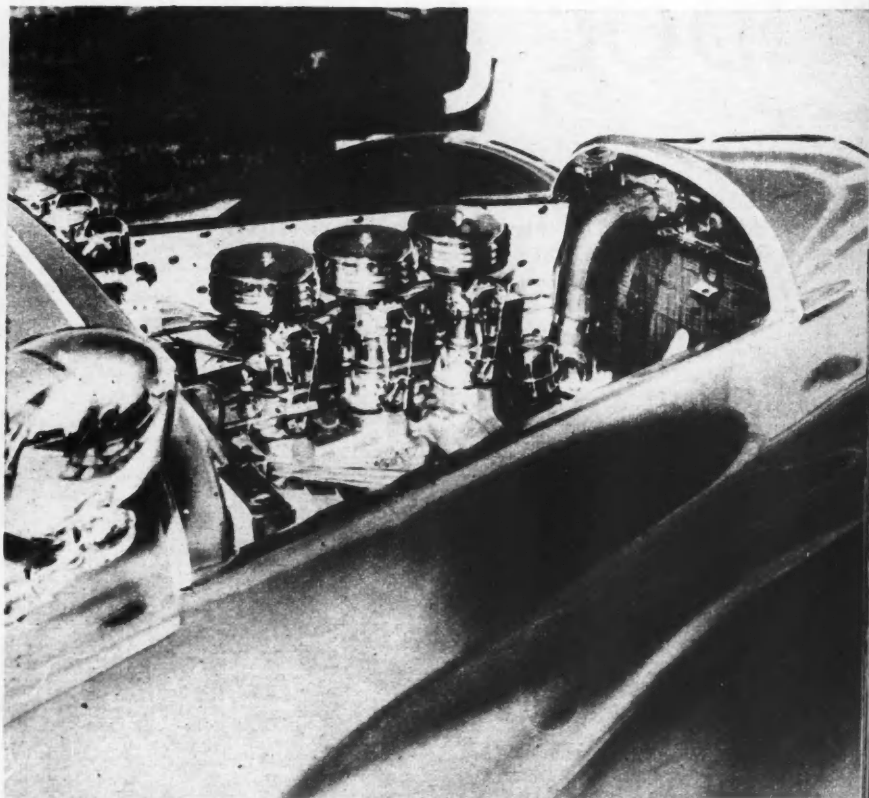
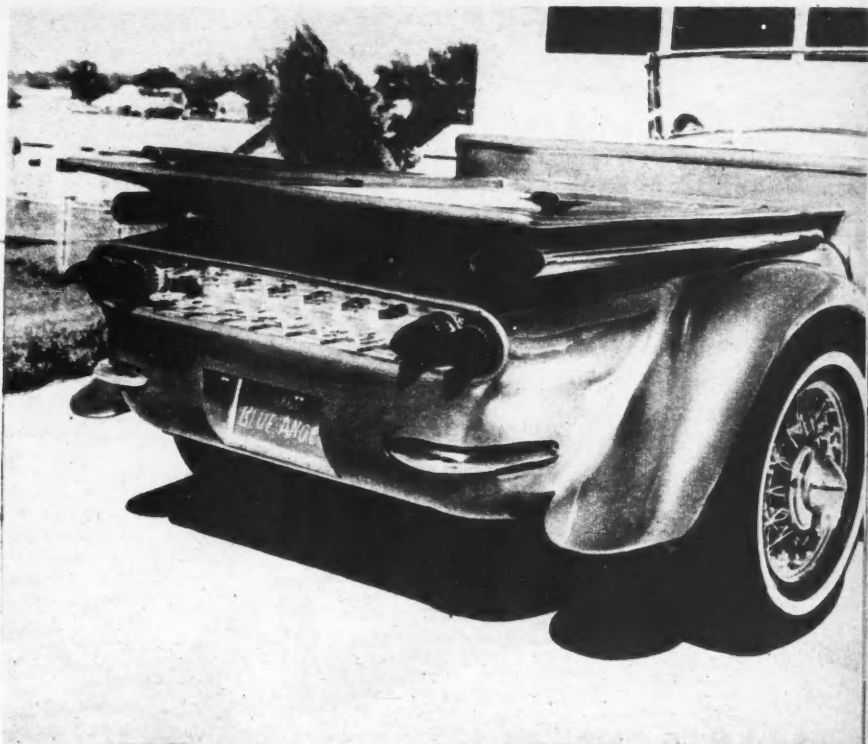
Blue Angel



Cycle type fender is molded to side of contoured bed. Cad spears, taillight lenses are installed in grille. License mount is recessed in rolled pan and has plexiglass covering. Nerfs protect side panels. Note top-of-bed-mount aeralis.

BELOW LEFT. Entire front end (back to bed) appears to be one-piece. Top has 4" overhang in both front and back. This is the latest in top styling. Dual spots aid appearance a bit. '39 Ford transmission has Lincoln-Zephyr gears.

BELOW RIGHT. '54 Cadillac bored $\frac{1}{8}$ over with stock stroke. Isky $\frac{1}{4}$ cam, Jahns pistons, Edelbrock manifold with triple Stromberg 97 carbs aid go. A Schiefer aluminum flywheel and Weber clutch are used. Farhner did swapping.

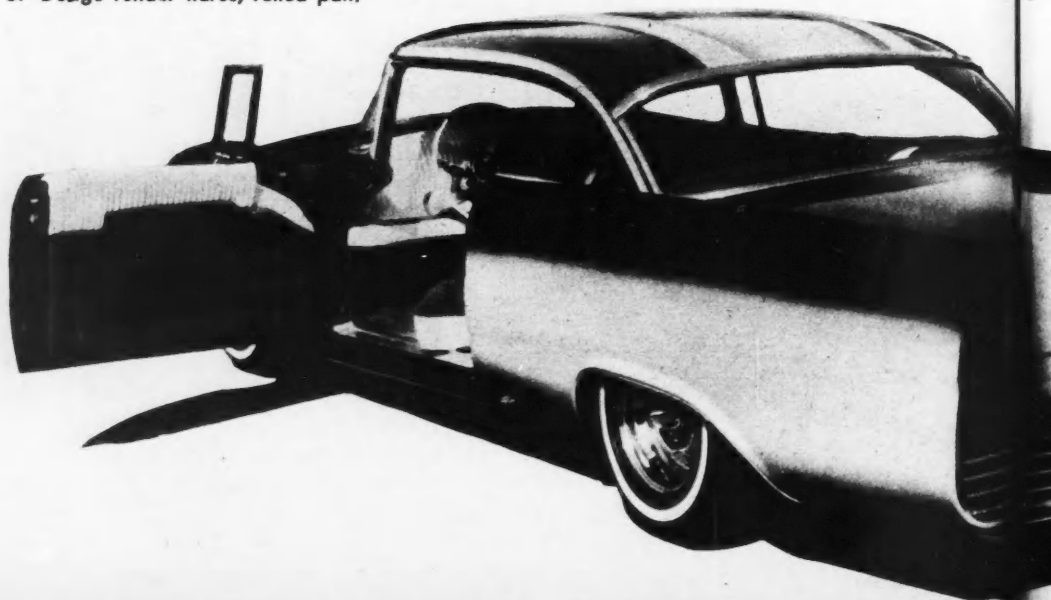


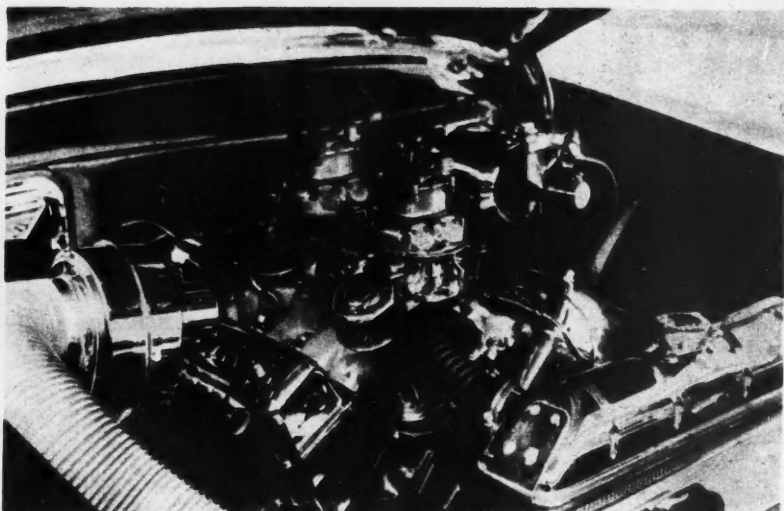


"JADE IDOL"

This Italian styled custom looks more like a Pinin Farina original than the bulky '56 Mercury that it once was. Gene Winfield of Modesto, California, handled the designing and metal work on Leroy Kemmerer's winner from Castro Valley.

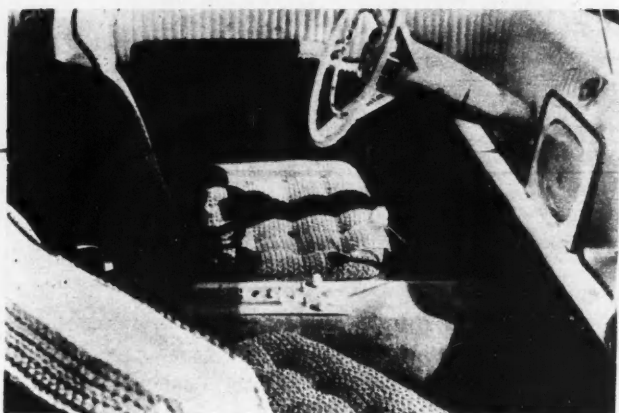
A full 4" section job lowers the Merc drastically. The front end features hand rolled aluminum working with quad Lucas headlights, rectangular bar grille with stainless inserts, rubber tipped nerfs, '57 Dodge fender flares, rolled pan.



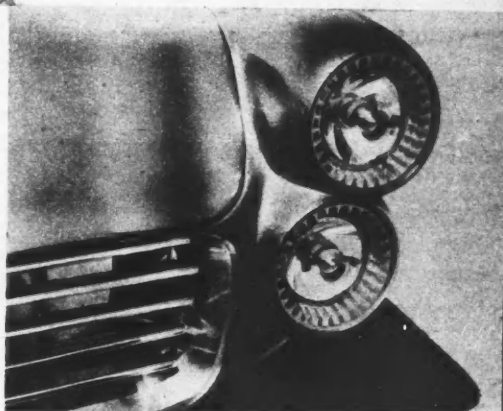


Clean engine section houses mildly hopped '56 Mercury mill. Enhancing paint work and chrome trim gives valuable extra points at car shows. The transmission is a T-Bird stick shift.

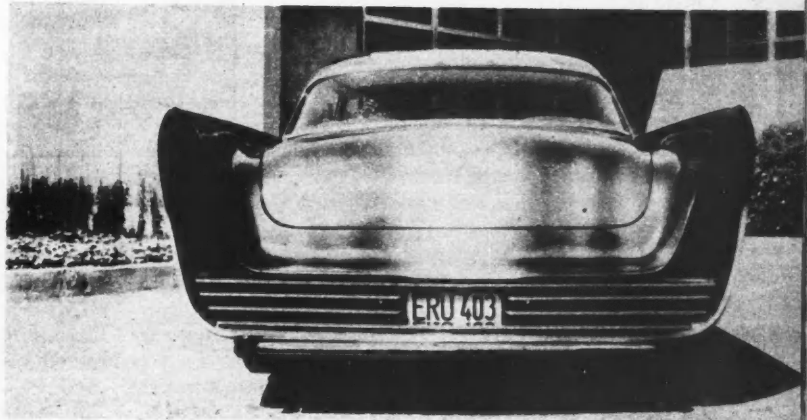
Below. Dual canted Lucas lights are installed in handmade fender. Gear-type inner ring is adapted. The grille shell is frenched, has stainless steel insert around flat bar grille assembly.



Stock dash was removed, padded unit installed with TV. Instruments are in steering column hub. Cocktail chairs are pearl/green upholstered and mounted on swivel set-up.



Rear fenders grafted to body are '57 Chrysler components. Red plastic lenses are added. Rear grille connects both sides of car. Note nerf. Trunk is smoothed and reshaped.



Photos by Gene Winfield



BIG BLAST for bantams



by Jim Gilbert

The California city of Azusa was named, as the saying goes, because it included everything from A to Z in the U.S.A. The 2nd annual Grand National Kart Road Races held at the Go Kart Raceway in Azusa truly fortified the host city's motto. Nearly everything in kartdom from A to Z was present with entries coming from all regions of the U.S.A.

A three day affair, the Nationals were run under the guiding hand of the Go Kart Club of America. The first day of activity was Friday which was set aside mainly for practice and tuning. Many entrants chose to qualify in the late afternoon when it was cool and they had tuned their powerplants to a razor-sharp edge. Others, not quite ready, kept working busily over their karts into early evenings. Many were "bench racing" and the natural topic of conversation was the identity of the next Grand National Champion who would prove him- (or her) self on the big day of racing — Sunday.

Among the best bets for the GKCA laurels were drivers that had demonstrated their skill during the past year of kart competition. Mentioned with much respect were the names of Jim Yamane, Dick Geer the defending Champ, dual track record holder Tex Bell, Duffy Livingstone, Faye 'Lady Bug' Pierson, and Chuck Balsiger the 'C' record holder with his Yamaha powered KART Magazine Special. And what about the

Regional Champions? Many knew of the success attained by Mickey Rupp, Chuck Florian, Pete Pearce, Dick McCullough and others. And then there were the pushers of the potent German outboard engine that brought everyone to their feet when they took to the track: Bill Beeler, Jerry Oliver, Duffy Livingstone and Dick Geer were all aboard the Koenig propelled karts. The new air-cooled Koenigs were found in abundance in the Texas pit representing the Spyder kart. How would they do? And not to be overlooked were the host of crack professional motorcycle champions that had taken to karting like a duck to water. Well known handlers like Brad Andres, Al Gunter, Troy Lee and Johnny Gibson were much in consideration. And how would 'A' record holder Bill Jeffery fare? And then there's the 102 lb. ex-Mexican Road Race driver and California Regional Champ Billy Thomas. Would he be the Champ? On into the night went the perennial guessing game that precedes a sporting contest.

Saturday morning brought posting of Friday evening qualifying times. Every class registered a new track record, with an absolute track time of 38.65 seconds recorded by Tex Bell in *B Super class*. The question of favorites soon became clearer. Bill Jeffery of the Go Kart Racing Team lead both the *A-Stock* and *A-Super* classes with respective times of 41.28 and 40.42

Three-hundred karters raid the records at the Go Kart Club of America 2nd Annual Grand National Kart Road Races

300 karts showed up for the second annual GKCA National races in Azusa. With three days of practicing and racing, nearly 100,000 laps were run by all of the karts, without one serious injury. This speaks well for the excellent safety and controlling chores performed by the Go Kart Club of America officials. The only problem was heat—90 to 100 all day.

Right: Miss KART Magazine Sheika Moser presents huge Grand National Karting Sweepstakes Champion Trophy to triple race winner and dual track record holder Bill Jeffery of the Go Kart Racing Team. Among many trophies given, top five winners received an all-expense paid trip to Nassau by the Grand Prix Kart Club. Last year's champ Dick Geer assisted in trophy presentation ceremonies.



seconds. Cad Kart's flyweight leadfoot Bill Thomas broke the timing light at 39.09 seconds for best B-Stock qualifying time. Duffy Livingstone of Go Kart Racing Team clocked a 38.67 second lap around the 4/10th mile course to top the C qualifiers. Then, the remainder of the pack took to the task of qualifying for their races.

The checkered flag was dropped on the last of the qualifiers early in the afternoon. A few more favorites had stood above the crowd. World Champion Jimmy Yamane turned a single lap in 38.91 seconds in B-Super class to give him the outside position in the first row. Chuck Balsiger, his Yamaha KART Magazine Special really screaming, matched Tex Bell's overall track record with a tour of the course in 38.65 seconds. Balsiger also snatched the one-day-old C record from Duffy with this run and insured himself of the pole position in the Main Event. Hot on his heels during Saturday's time trials was Bill Beeler the winner at Escalon, California's GKCA Regionals on his Koenig charged kart. Faye Pierson again was the fastest woman qualifier with a timing of 41.61 seconds on her A/S Bug.

For those that didn't quite make the Main Event entry list, Elimination races were held late Saturday afternoon. The first two finishers would go to the rear of Sunday's Semi-Main race. The Elimination races

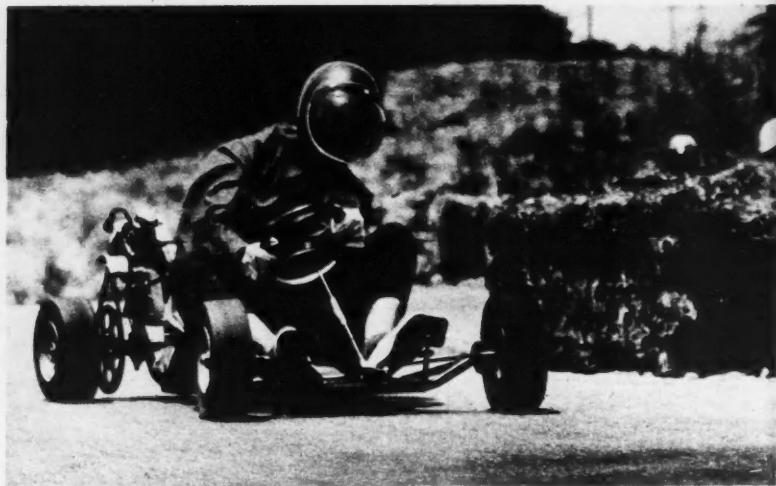


Drifting through the banked turn is 'B' Super winner Jack Shipman who laid title to the trophy by steadily moving up one place from third to second to first in the three heats. Shipman took over on his Bug when Yamane threw a chain.

BIG BLAST for bantams

Determination and intense concentration shows on Mickey Rupp aboard his Dart Kart that carried him to 3rd overall in B Super class. Rupp was E. Regional Champ.

Below. Pert Sherry Butler storms through turn 6 in process of snagging 3rd overall spot in class 'A'. Sherry, handling a Fury kart with MC5 engine, was second highest female in standings. She scored fourth in the second heat and a decisive second in the last 'A' Stock dash. Sherry was one of several L.A. Kart Club reps.



were open to the qualifiers that were listed in 51st position and slower. The times and the races were slow until the final race for the C class karts. Last year's Class C champion Al McDonald stormed away and hid from the rest of the pack aboard his Zundapp Special, stroking the last few circuits with a lead of $\frac{3}{4}$ of a lap over the second placed kart. Arriving at the track too late to qualify, McDonald was forced to work from the bottom up. It looked like something from a Hollywood scripter's pen.

Another question arose. Would he retain his title?

After two hours of practice and a compulsory drivers' meeting, they

were off and running on Sunday. The first items on the agenda were the Semi-Main races consisting of qualifiers that posted 31st through 50th positioned times. A-Stock Semi brought into focus two speedy females—Frances Conners and Lorraine Dodge—who caught the checkered flag in second and third positions behind winner Jim Mulligan. They moved to the rear of the main and brought the total of woman drivers to seven. Ron Ward, the brother of Indy winner Rodger, pushed his MC10 powered Echo kart to an easy victory in A-Super class. Bud Lee on a MC10 special and Bob Ellison on a Stinger lead the rest of the crowd across the line. Texan Jimmy Lynn took the B/S event and crowd pleaser Al McDonald successfully accomplished Step 2 in his bid to keep his C Championship status. Again, he left his competitors behind.

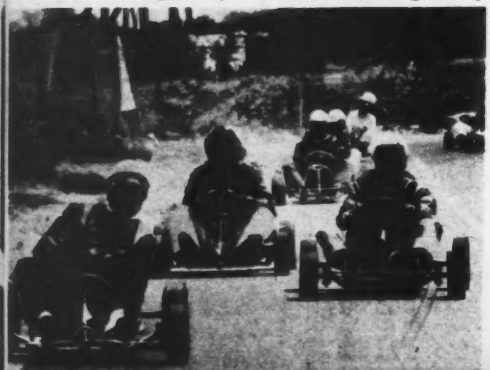
The Main Events were scored on the proven Moto Cross system and

consisted of three heats of 15 laps each for every class. The 1st A-Stock Heat found a ding-dong battle all the way. Second fastest qualifier Billy Thomas took the trophy when favorite Bill Jeffery dropped out with a broken throttle linkage. Hotly pursuing him was Regional Champ from Walla Walla, Wash. — Shirley Eddy and her Caper Kart. Shirley was making like last year's Faye Pierson.

When the last kart had entered the Pit Area, the A-Supers were rolled to the starting grid. Bill Jeffery on a Go Kart was again the favorite. This time, however, he did not have bad luck as he did in the A-Stock event. Jeff won this race easily with Bill Woolard piloting an Echo kart with an air-cooled Koenig in second place. Bob Bosemer took third on a MC10 Go Kart. Faye Pierson, who was running in fourth place on the first lap, was black flagged for loss of a gas cap and finished in 13th position.

The 1st B-Stock Heat found Jim Mulligan nail the "go" pedal to the

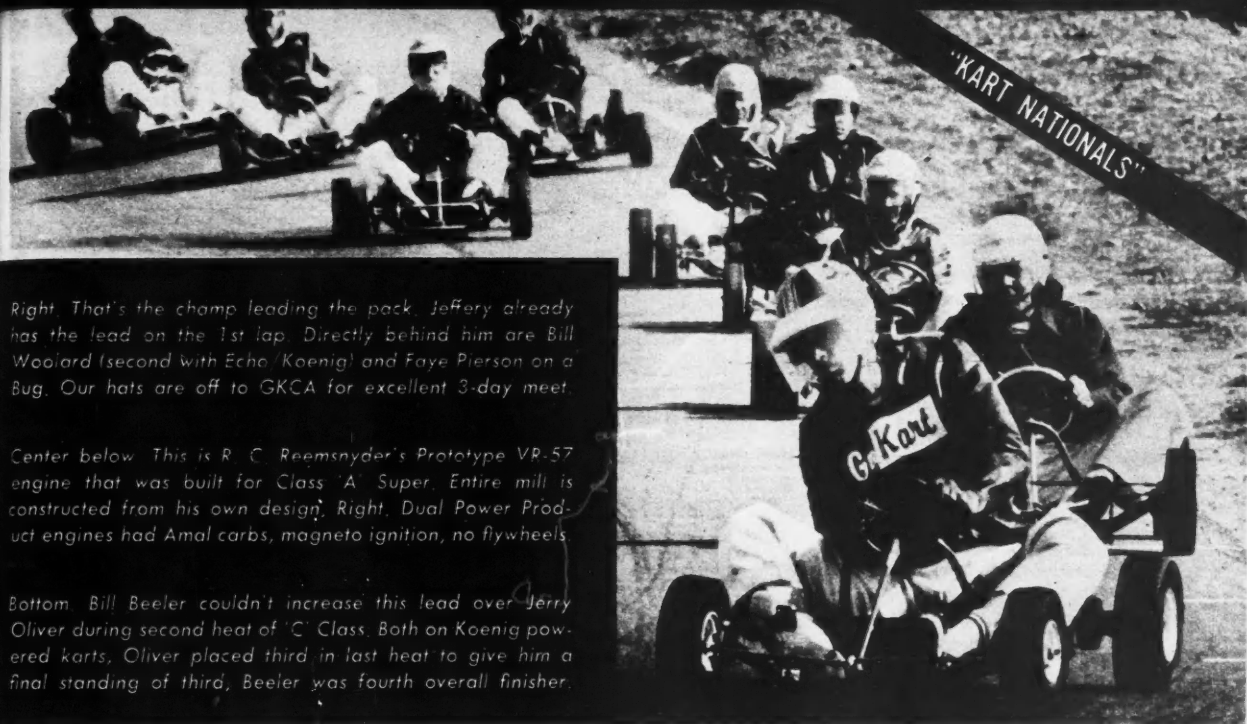
Northwest distaff champ Shirley Eddy of Walla Walla, Washington enjoys brief lead over clean sweeper Bill Thomas in 'A' Stock heat. Shirley scored a second and third on her Caper Kart to give final second place finish. Qualified 41.74.



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Right. That's the champ leading the pack. Jeffery already has the lead on the 1st lap. Directly behind him are Bill Woolard (second with Echo Koenig) and Faye Pierson on a Bug. Our hats are off to GKCA for excellent 3-day meet.

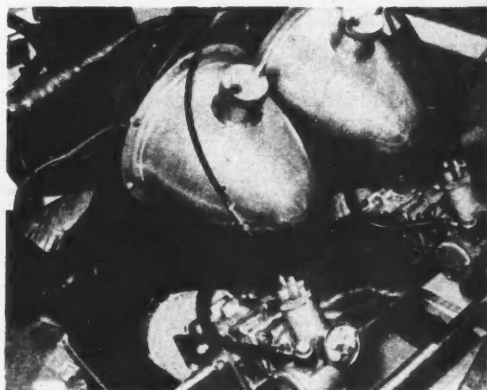
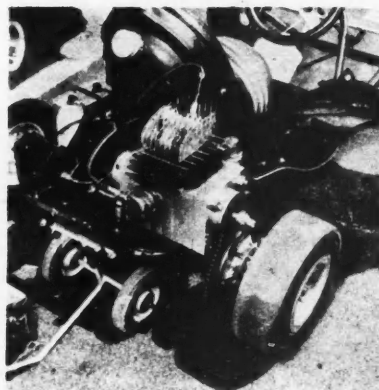
Center below. This is R. C. Reemsnyder's Prototype VR-57 engine that was built for Class 'A' Super. Entire mill is constructed from his own design. Right. Dual Power Product engines had Amal carbs, magneto ignition, no flywheels.

Bottom. Bill Beeler couldn't increase this lead over Jerry Oliver during second heat of 'C' Class. Both on Koenig powered karts, Oliver placed third in last heat to give him a final standing of third. Beeler was fourth overall finisher.

Photos by Long, D'Olivo, Brallier

floor and pass four karts on the first lap. He fell in behind #34 Bob Connors of Lubbock, Texas. Roy Kelly, a Washington champ, held third position. Bill Thomas, fresh after taking the first A-Stock Heat, was charging on the leaders when he spun on turn 10. Re-entering the race at the rear of the pack, Thomas easily passed six karts and while doing so was clocked at 40.63 seconds by this reporter. Obviously gaining on the leaders, Billy had worked himself into a challenging position when he was involved in a minor fracas on Turn 6. Thomas' front end on the Cad Cart was knocked hopelessly out of align and he retired from the race, walking a bit disgusted to the pits with the Raceway wrecker hauling his disabled machine. The finish saw Connors, Mulligan, Jim Worrell (Cad Cart) and Kelly taking the first four places.

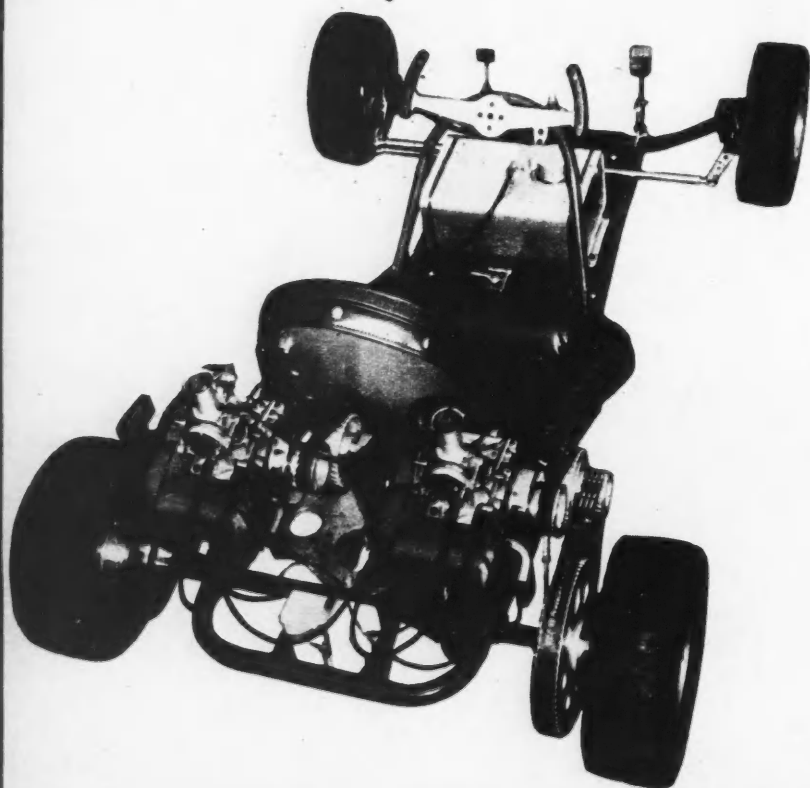
B-Super was a breeze for Jim Yamane and his Special with dual McCulloch engines. No one could touch him as he easily dominated the race. Frank Davis (Special) placed second and Jack Shipman (Bug) made a good showing by snatching third



BIG BLAST for bantams

Dick Geer on a Stinger leads eventual second and third place finishers Roy Kelly (Caper Kart) and Chuck Florian (Dart Kart). Both Kelly and Florian are 'B' Stock Regional Champion drivers. Geer's last year's Sweepstakes Champ.

Below. Tom Spalding's immaculate kart was winner of Best Appearance trophy. Dual McCulloch engines drive kart with Gilmer belt set-up. Tom was probably best dressed participant with dapper racing coveralls and straw cap.



place from Eastern Champ and Dart Kart manufacturer Herb (Mickey) Rupp. This race found few changes in position amongst the leaders.

Duffy Livingstone jumped to an early lead in the First C-Heat and kept his Koenig-Go Kart ahead of Chuck Balsiger's Yamaha racing under the KART Magazine banner. Bill Beeler placed his Koenig-Kurtis third. Al McDonald lost his chance for a repeat win when he was involved in a Turn 6 spinout.

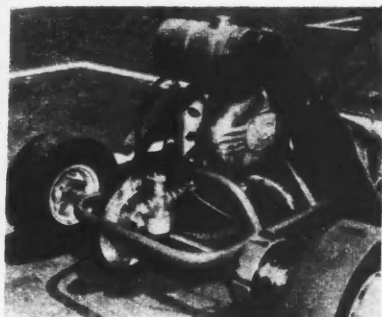
Bill Thomas drove to his second victory in the #2 A-Stock Heat. Bill Jeffery led Shirley Eddy across the line followed closely by Sherry Butler on a MC5 Special. Thomas was never challenged for the lead.

The second A/S Heat found another Jeffery, Woolard, Bosemer 1-2-3 finish. Faye Pierson moved into fourth place after running in sixth position for most of the race. Jim Mulligan won the second B-Stock easily with Bob Van Beek (Cool Kart) second, Kelly advancing to third and Eastern B Champ Chuck Florian in fourth aboard a Dart Kart with Power Products equipment.

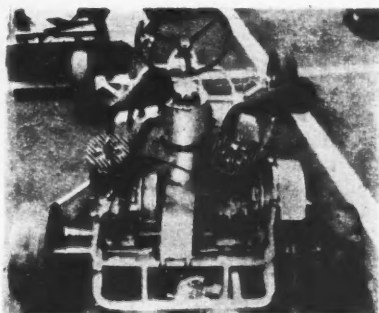
Yamane repeated his hiding-from-the-crowd act in the second B/S. Shipman moved into second spot and Ray Wilson was third. The second C



Tom Bates of Canton, Ohio was one of the drivers of the much improved Sears Roebuck karts all the way from Iowa.



Duffy Livingstone prepared two Class 'C' karts for the race. One was the winning Koenig and the other this upside down Villiers that hauled 'til ring blew.



The business end of a dual Koenig air-cooled installation on a Spyder from Texas. Potent German outboard engines were present in abundance at the meet.

heat saw Balsiger take a first lap lead and hold it to the finish with Duffy and Beeler hot on his tail. Balsiger lost his brakes at the start and Duffy bent his left spindle. The score was evened up here with one win, one second each for Balsiger and Livingstone. Beeler had a strong third place.

Bill Thomas scored a perfect point total of 1200 with his win in the Third and last heat of A-Stock. Sherry Butler smoothly took second ahead of Texan Jim Calaunch on a West-Kart.

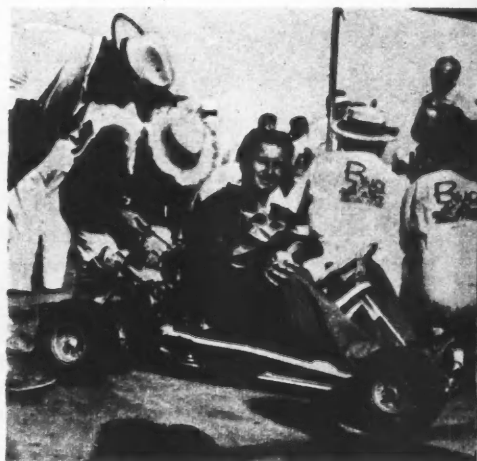
Jeffery equalled Thomas' points with a repeat victory in A-Super. Woolard finished second again with Faye in third. Bosemer dropped from his two-time third place finish to fourth behind Lady Bug. Mulligan won the third B-Stock heat and assured himself of that crown with 1100 points. He was chased across the line by Kelly and Florian who also finished second and third overall.

Yamane jumped into first on the initial lap and was in the process of winning his class when he flipped a chain on his dual engined kart. His lead was not enough to hold off the pack and before the race was ended he had dropped to 10th place. Shipmen, who had gone from 3rd to 2nd

in the previous heats, won going away. Mickey Rupp snagged second with Bob Ellison (Stinger) third ahead of Ray Wilson.

The race of the day was ironically the last. Even in points, Balsiger and Livingstone squared off in the final C heat. The two karts and drivers were evenly matched right down the line. Beeler, sensing a possible victory, pulled out of position at the start and stood on it across the line. All three karts went into turn 1 abreast. Balsiger, in the middle, backed off a fraction and Duffy took the lead. But it was not enough to give him the advantage. Balsiger passed Beeler and rode Duffy's slip stream. The two karts were no further than a yard apart except on the straight where Duffy had a bit more suds. Beeler was black flagged for the "Texas Start" according to the Competition Committee. The race finished with Livingstone winning and Balsiger second. The overflow crowd of spectators and competitors alike gave both men a standing ovation for a race that will long be remembered.

On the basis of Jeffery's two track records and 1200 points, he was crowned National Champion by last year's winner Dick Geer.



KART Magazine's trophy for 'B' Stock went to Jim Mulligan with two firsts and one second in three consecutive heats. Mulligan of Sid/Jim Tires drove dual McCulloch 10 powered Stinger.



TROPHY DAY FOR TWO-STROKES

*50 Lap Main Events Highlight Grand Prix Kart
Club of America National Kart Championships*

Photos by Bob Hegge

The big July Fourth weekend was also the big kart Nationals at the St. Louis Kart Raceway for Grand Prix Kart Club of America. 5100 spectators gathered to watch the dash for trophies, cash awards, and a trip to Nassau.

The Main Event was 50 laps around the 4/10 mile paved asphalt course. Deceptive turns and a Monza-type bank kept the drivers busy during the race.

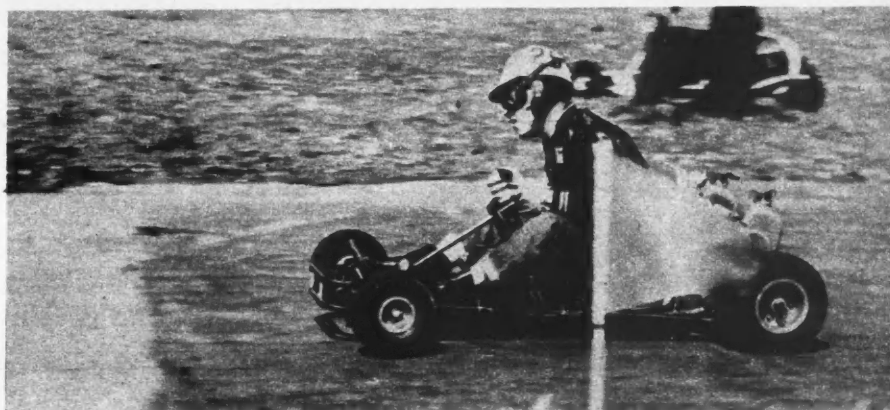
The Class 'A' race was a tight duel for most of the distance between two karts — the Go Kart of Corky Badami of Kansas City, Missouri, and the 'Cru Cut' Special driven by Dick Rucker of Kansas City. Badami finally managed to put his McCul-

loch powered Go Kart ahead long enough to snare the checkered flag ahead of Rucker. Paul Giacopelli of St. Louis drove a consistent race and nailed down the third place spot with his MC-10 equipped Bug.

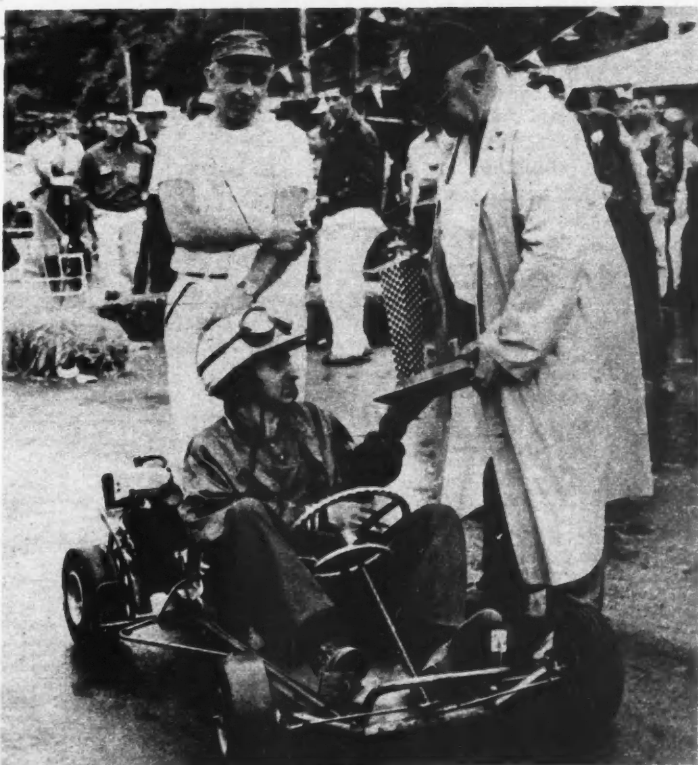
Tension was high for the second main race. 'B' drivers were very evenly matched and the competition was never decided until the checkered flag fell. Bill Ward jumped into the lead on the initial laps. Pressing him hard were Roy Schafer on a Bug and defending Champ Dave Dunham on his Dunham Special. Ward, aboard the Hower Special, increased his lead gradually and held it until Schafer and Dunham decided it was time to move. Schafer took the lead

and Dunham claimed residence in second spot. Ward dropped back behind the leaders and stayed there for six laps until he decided he would have none of that and 'stood on it! Dave Dunham, meanwhile, passed Schafer and began increasing a slight lead. Ward's MC-10 engines revved a bit higher and he soon found himself ahead of Schafer and in second place. Schafer didn't have too much to say about it and resolved to hold his third place position. Ward wasn't satisfied with playing follow the leader and pressed a little harder on the gas pedal. Dunham was losing ground and Ward finally passed him to regain his earlier leadership. Dunham and Schafer followed him.

With the track a bit slippery, several 'B' karts proceed with caution through turn #1 at the St. Louis Kart Raceway. Note that every driver wears numbered vest for easy scoring identification.



Right. Bill Ward of Kansas City, Mo., tools his Hower Special with dual MC-10 engines past a disabled kart while in lead of Class 'B' race. Drive train gave out to retire Ward from lead and race.



Center. Corky Badami's father is already contemplating Nassau trip his son won along with Class 'A' race and trophy. These were presented by 'Red' Crise, an official of the GPKCA.

Bottom. They're off and running in the first turn of the last race — Class 'C' feature. Wide asphalt track was well guarded with many forgiving haybales. Winner Chet Hynes is already long gone.

Dunham continually assaulted Ward's number one position until finally the drive train on Ward's kart couldn't take the pressure and speed and decided to call it a day. A bit dejected after a hard fight, Ward retired his broken machine on the 44th lap. Dunham, who had run away from Schafer in his successful bid to capture first place, stroked the remaining six laps to victory and kept his Class 'B' Championship title for another year. Roy Schafer wasn't exactly Sunday driving either. He staved off an attack by third placer Earl Widman of St. Louis to finish second. Schafer rode a Bug, while Widman was aboard another Dunham Special. All three winners em-



TROPHY DAY FOR TWO-STROKES

played dual McCulloch 10 engines.

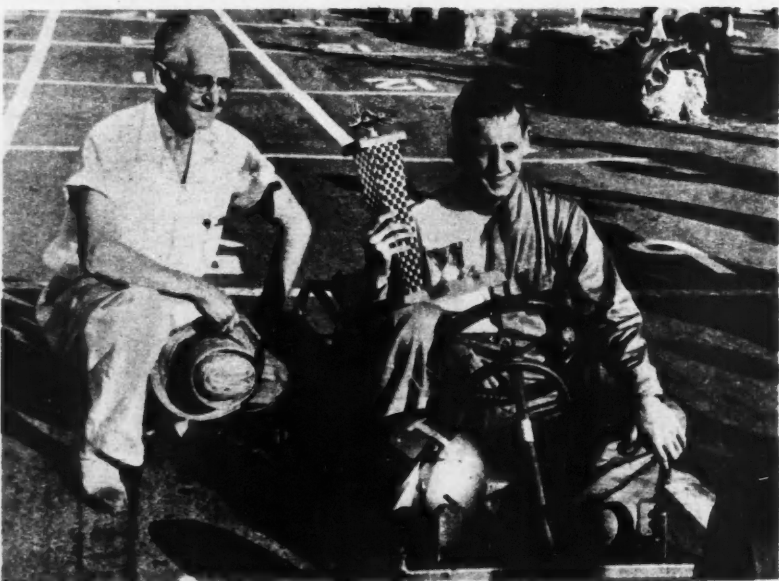
The final race was the Class 'C' 50 lapper. As it proved later, it was no contest as Chet Haynes ray away and hid from the crowd on his Missile Kart with triple MC-10 set-up. On the 25th lap, however, he lost a chain but his great lead kept him in first. The real battle was for second place.

Dave Ferguson from Odessa, Missouri, safely held second with his MC-99 powered 'Cru Cut' Special. Back in third spot was Daytona winner Bud Cord giving his 'Balco' Special the ride of its life. Suddenly, Ferguson blew a rear tire. The ground rules at the meet prohibited any restarts, so Dave stuck with his kart leaning heavily to the opposite side to add as much weight to the good tire. Cord, seeing the trouble and sensing a possible second, made his bid. Ferguson's lead was good, but Cord could make much better time with four tires. Dave was literally crawling through many turns that Cord was negotiating in full power slides. For 19 laps Cord gained but never got close enough to pass. Dave, valiantly holding his second place, took the white flag for the last lap well enough ahead of Cord to hope for a second place trophy. But the increased weight on the good tire had done its harm and with but one lap to go, the remaining tire blew. With both tires flapping, Ferguson slowed to a snail's pace. Cord figured it was do or die and really pressed the issue and accelerator. Throwing all precaution to the wind, Cord did all he could but get out and push to pass Ferguson in the last 25 feet to the finish line. He didn't quite make it and Ferguson took second place on his 'Cru Cut' Special with two tires. Ferguson, apparently relaxing, lost control on the Monza turn and Cord, following closely, went with him. Both drivers wiped the hay off their karts and clothes and brought an anticlimax to the most exciting race of the meet.

Class 'A' winner Corky Badami drew the lucky card to receive the all-expense paid trip to Nassau in addition to a \$115 prize that was awarded the first place finishers.



Paul Giacomelli of St. Louis captured the third Class 'A' heat on Sunday and lead briefly during Monday's main event. Paul, driving a Bug with MC-10 powerplant, took third. On Sunday he pulled his version of the 'hide from the pack' act.



Cnet Hynes took the Class 'C' trophy back to his Osage Beach, Mo., home after he won the last race. Hynes, a grandfather with seven children, stayed ahead of the group even when his triple MC-10 equipped kart threw a chain on lap 25. He drove a Missile kart.

A handy saver for tired pushmen is this Cushman powered push car that is owned by driver Joe Vogt of St. Louis. Don Lacastro on a Homelite powered special is on the receiving end of the pusher.



Right. After a hard fought battle, the 'B' winner, Dave Dunham, takes checkered flag sitting down. His Dunham Special with McCulloch engines helped him retain his title and win the event.

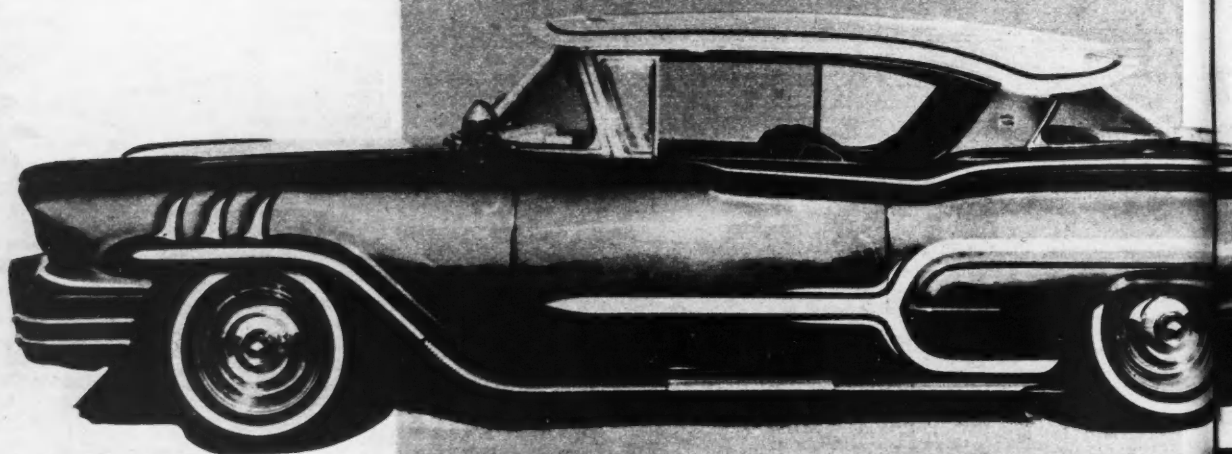


Left. Father Frank poses with winner and still champion Dave Dunham who successfully defended his GPKCA 'B' title. Dunham gave son strategy and is also builder of his potent Special.

Right. To race or not to race, that is the question. Rain postponed races for 2½ hours until sun broke through. Many of the karts, waiting on starting grid, were covered with tarps as owners were biding their time biting their nails. Last race didn't end 'til early evening.



"Scoopy"



Photos by Frank Faraone

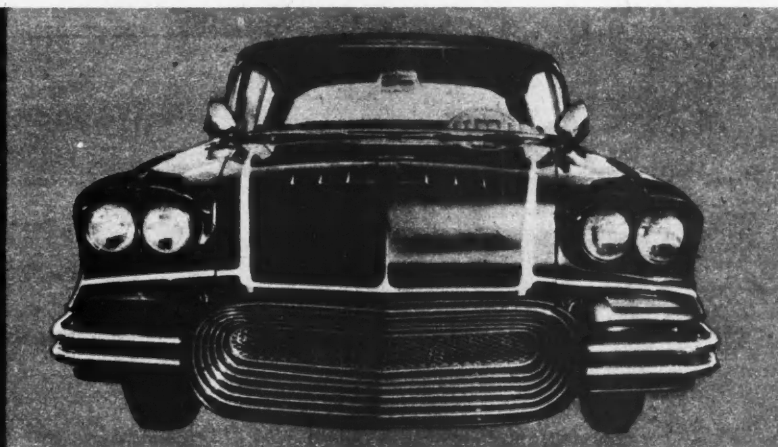
From the Northern California custom shop of Joe Bailon comes another of his way-out designs. Frank Caraway of Los Altos, Calif., delivered his '58 Chev Impala to Joe with instructions to go the route. Formerly known as "Scoopy Doo", this much restyled '58 Impala might be titled "Scoopy Two". Barely evident is the 4 inch channel job the car received. Three shark like scoops above the front wheel well let the eye follow the faked-in exhaust housing along the Chev's underside to the rear.



Right, '56 Chrysler taillight lenses are mounted horizontal under a restyled rear fender flare. Merc trim teeth set off scoop atop fender. Directly below the light are the sparkling nerf bars.



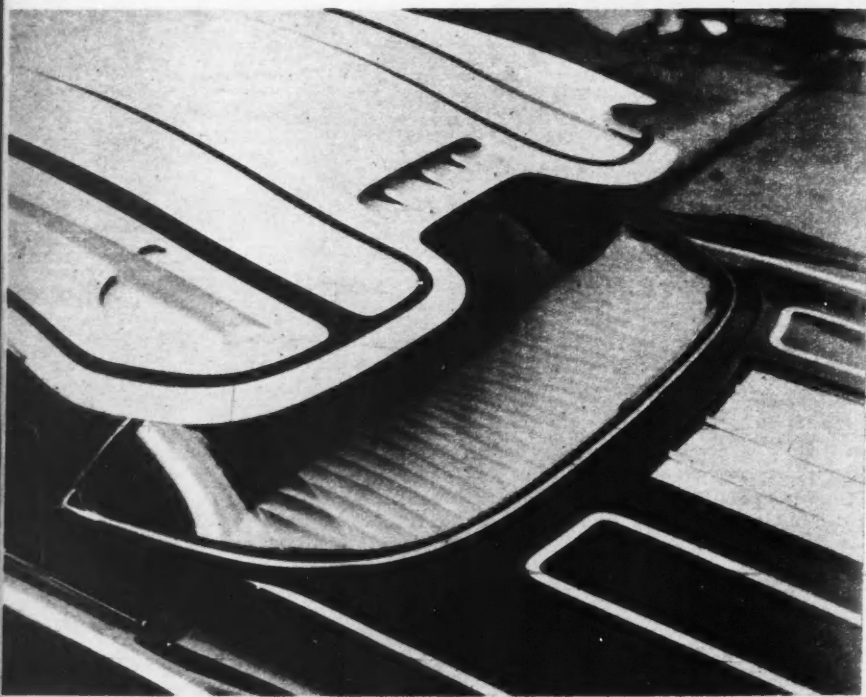
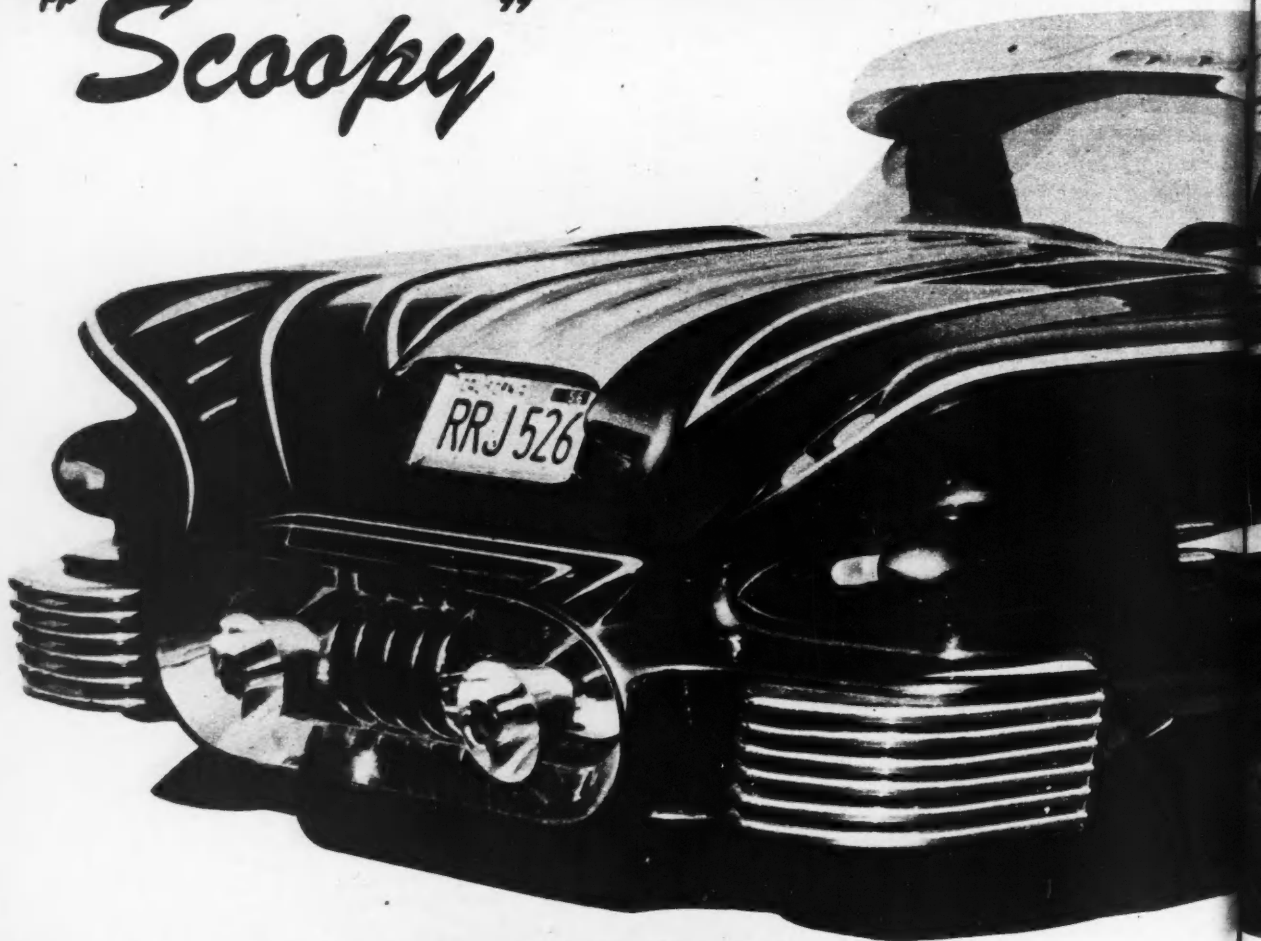
Right, Most striking part of the Chev from this angle is the concave oval tube grille featuring a mesh center. Leading edge of hood has been extended to match round rod edged grille cavity. Merc trim has been utilized in brightening up new twin hood scoops.



Right, Stock quad lights have been reworked quite a bit. Fender scoops are identical to hood openings. Ring has been frenched, finned in center. Park lights are tunneled in custom cavities.

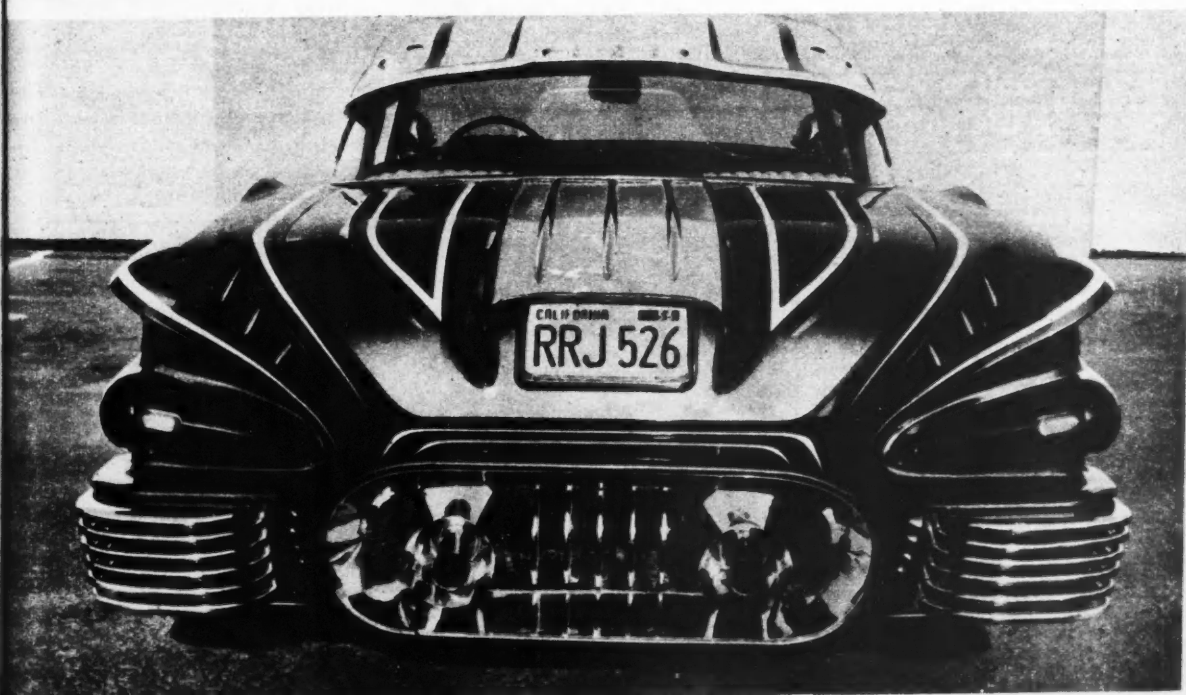


"Scoopy"



Above. Caraway's Chev might well be called the most ventilated custom on the road anywhere. Bailon added thirty scoops to this Candy Apple creation. Chrome trim, handles are absent from sides, reversed chrome wheels added.

Attractive roof extensions are capped with sleek fins, may be a preview of things to come. Frantic rear features highly chromed cavity, pipes, and bars. Upper deck scoop is trimmed with aluminum, chrome spears. Nerfs are flashy.



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RESULTS

CLASS 'A' STOCK

1st	2nd	3rd	4th
1st Heat: Bill Thomas (Cad Kart /MC5)	Shirley Eddy (Caper Kart /MC5)	Dick Dunham (Go Kart /Power Prod.)	Jim Calaunch (West-Kart /MC5)
2nd Heat: Bill Thomas (Cad Kart /MC5)	Bill Jeffery (Go Kart /MC5)	Shirley Eddy (Caper Kart /MC5)	Sherry Butler (Fury /MC5)
3rd Heat: Bill Thomas (Cad Kart /MC5)	Sherry Butler (Fury /MC5)	Jim Calaunch (West-Kart /MC5)	Janice McCullough (Snyder /MC5)

Overall 'A' Stock:

Bill Thomas (Cad Kart /MC5)	Shirley Eddy (Caper Kart)	Sherry Butler (Fury)	Jim Calaunch (West-Kart)
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CLASS 'A' SUPER

1st	2nd	3rd	4th
1st Heat: Bill Jeffery (Go Kart /MC10)	Bill Woolard (Echo /Koenig)	Bob Bosmer (Go Kart /MC10)	Stan Payne (Echo /MC10)
2nd Heat: Bill Jeffery (Go Kart /MC10)	Bill Woolard (Echo /Koenig)	Bob Bosmer (Go Kart /MC10)	Faye Pierson (Bug /MC10)
3rd Heat: Bill Jeffery (Go Kart /MC10)	Bill Woolard (Echo /Koenig)	Faye Pierson (Bug /MC10)	Bob Bosmer (Go Kart /MC10)

Overall 'A' Super:

Bill Jeffery (Go Kart /MC10)	Bill Woolard (Echo /Koenig)	Bob Bosmer (Go Kart)	Faye Pierson (Bug)
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CLASS 'B' STOCK

1st	2nd	3rd	4th
1st Heat: Bob Connors (West-Kart /MC5)	Jim Mulligan (Stinger /MC5)	Jim Worrall (Cad Kart /MC5)	Roy Kelly (Caper Kart /West Bend)
2nd Heat: Jim Mulligan (Stinger /MC5)	Bon Van Beck (Cool Kart /MC5)	Roy Kelly (Caper Kart /MC5)	Chuck Florian (Dart /Power Prod.)

3rd Heat: Jim Mulligan (Stinger /MC5)	Roy Kelly (Caper Kart /MC5)	Chuck Florian (Dart Kart /Power Prod.)	Bob Doolittle (Yazoo /Poulsen)
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Overall 'B' Stock

Jim Mulligan (Stinger /MC5)	Roy Kelly (Caper Kart /MC5)	Chuck Florian (Dart Kart /Power Prod.)	Bob Connors (West-Kart)
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CLASS 'B' SUPER

1st	2nd	3rd	4th
1st Heat: Jim Yamane (Spl. /MC10)	Frank Davis (Spl. /MC10)	Jack Shipman (Bug /MC10)	Herb Rupp (Dart /MC10)
2nd Heat: Jim Yamane (Spl. /MC10)	Jack Shipman (Spl. /MC10)	Ray Wilson (Cates /MC10)	Lou Brillo (Dart /MC10)
3rd Heat: Jack Shipman (Bug /MC10)	Herb Rupp (Dart /MC10)	Bob Ellison (Stinger /MC10)	Ray Wilson (Cates /MC10)

Overall 'B' Super

Jack Shipman (Bug /MC10)	Jim Yamane (Spl. /MC10)	Herb Rupp (Dart /MC10)	Ray Wilson (Cates /MC10)
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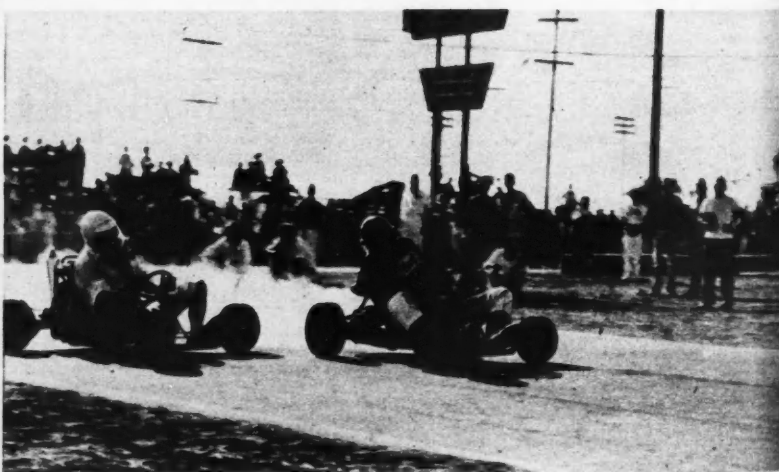
CLASS 'C'

1st	2nd	3rd	4th
1st Heat: Duffy Livingstone (Go Kart /Koenig)	Chuck Balsiger (Go Kart /Yamaha)	Bill Beeler (Cee Cee Kurtis /Koenig)	Dick Connors (Go Kart W/B)
2nd Heat: Chuck Balsiger (Spl. /Yamaha)	Duffy Livingstone (Go Kart /Koenig)	Bill Beeler (Cee Cee Kurtis /Koenig)	Jerry Oliver (Hovey Hawk /Koenig)
3rd Heat: Duffy Livingstone (Go Kart /Koenig)	Chuck Balsiger (Spl. /Yamaha)	Jerry Oliver (Hovey Hawk /Koenig)	Jess Jordan (Cates /MC10)

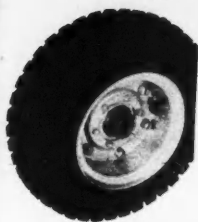
Overall Class 'C':

Duffy Livingstone (Go Kart /Koenig)	Chuck Balsiger (Spl. /Yamaha)	Jerry Oliver (Hovey Hawk /Koenig)	Bill Beeler (C. C. Kurtis)
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Above. The smile that faded. Jimmy Yamane easily won two of three B Super heats. In third he threw a chain and dropped to 10th place. His points gave him second overall. Below. They were never further apart. Duffy leads Balsiger by two feet in last 'C' heat that proved to be the crowd pleaser. Both karts toured the circuit in this manner for 15 laps with final honors going to Duff Livingstone.



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"KART CLUBS MERGE"

The recently concluded alliance between the Go Kart Club of America, Azusa, California and the North American Karting Association, Rockford, Illinois, with the United States Kart Association, is destined to make USKA the biggest organization of its kind in the country.

The agreement was mutually announced by Donald H. Boberick, president of GKCA and Don Carlyle, president of NAKA.

The affiliation was agreed upon after a series of meetings with Don J. Beebe, executive director of USKA, 615 North Delaware Street, Indianapolis, Indiana.

"This affiliation will prove to be most advantageous to all parties," said Beebe, "and we of USKA are most happy to join forces with two of the largest karting organizations in the country."

Under the new alliance both GKCA and NAKA will continue to operate as they have in the past, but will bring to their separate memberships the added advantages offered by USKA. The more than 15,000 members of the two clubs now become members of USKA and automatically become eligible for the wide insurance program offered by USKA to track owners, kart owners and drivers, and the general public who witness events promoted by the two clubs.

In addition the memberships of these two outstanding clubs will have an active voice in the affairs of USKA, as well as in the formulation of rules, regulations, specifications and general policy of the parent organization. Boberick and Chrysler said "Both GKCA and NAKA will be able to avail themselves of the legal counsel offered by USKA, as well as its legislative program, which functions at a national, state and local level. USKA will also assist the clubs in national public relations and in the promotion of events sanctioned by the clubs on a national level."

"We of USKA and all of our affiliated member groups have dedicated ourselves to the task of keeping karting America's safest and most enjoyable sport and recreation that can be participated in by the entire family. We are the only active sport today whose rules and regulations extend from the manufacturers of equipment right to the participants," said Beebe.

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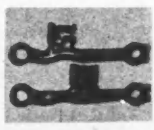
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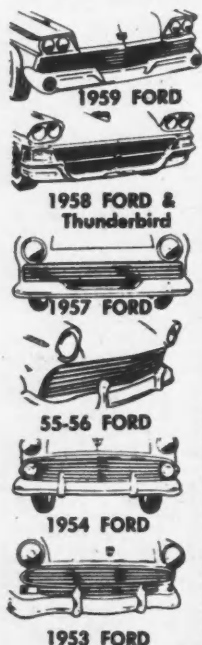


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WHAT'S YOUR PROBLEM?



By Don Francisco

TICKS ARE FOR CATTLE

Dear Don:

I have been a constant reader of Petersen Publishing Co. automotive magazines for ten years. I consider them great magazines and the only reliable sources of auto information. That is why I am coming to you with a problem that has existed for four years.

My old '49 Olds had "Tickitis" and now my '55 Olds 88 has it. I have tried all sorts of oils and additives but nothing helps. The engine has run 42,000 miles and is in good condition. It burns one quart of oil in 1400 miles. The general opinion is that it needs new valves.

Since I am a college student I do not have much money to spare but I will do whatever is necessary to rid my car of the "Ticks."

I would appreciate any information or advice you can give me on curing the problem. You are my last resort. If it is just new valves I need can you advise me on the type to use and any other new components that will be necessary, if any.

—Thomas P. Whelehan, Jr.
Mobile, Ala.

Tickitis, as you have so aptly named the condition, is a malady common to older model Oldsmobiles that have reached the higher mileage brackets. It is caused by worn hydraulic valve lifters. The only satisfactory cure for the condition is to replace the worn lifters with new ones. This involves removing the rocker arm assemblies from the cylinder heads so that the pushrods and old lifters can be removed, installing the new lifters, and then replacing the pushrods and rocker arm assemblies. The intake manifold and tappet chamber cover must, of course, be removed so that access can be had to the lifters.

Detergent-type lubricating oils and some makes of oil additives will keep hydraulic lifters clean so that they can function correctly but they cannot help lifters that have become worn through normal use.

OUT OF THE PAST

Dear Don:

I recently purchased a 1932 Ford roadster that has Kinmont disc brakes.

Can you tell me where I can get some data on the brakes, for I know absolutely nothing about them.

I am also interested in who manufactured the brakes, and where I can get parts for them.

— Paul Madgyesi
Aurora, Ill.

Everything pertaining to Kinmont disc brakes was purchased from their original manufacturer years ago by Bell Auto Parts. Roy Richter, the owner of Bell Auto Parts, originally planned to manufacture and distribute the brakes but for some reason or other interest in them dwindled after a small flurry at the time of the Bell purchase.

I suggest you contact Bell Auto Parts at 3633 E. Gage Ave., Bell 3, Calif., for the information and parts you need.

HYDRO-CHEV

Dear Don:

I have a '59 Chevy with a 348 cubic inch engine and Powerglide. I want to install a Hydra-matic transmission with the new "stick-shift" for Hydra-matics. Is there an adaptor which will make this conversion, and if so, where could I obtain one?

Also, what are the possibilities of adapting either a '60 Ford 360 carburetor or a '59 Olds carburetor in place of my stock four-barrel? Any help on these questions would be appreciated.

— Chip Dox
West Hartford, Conn.

I'm not sure whether the stick-shift for Hydra-matics you refer to is the excellent Hydro-Stick Hydra-matic conversion that is the product of B & M Automotive in Van Nuys, Calif., or the B & M floor-shift Hydra-matic shift lever assembly that was also perfected by B & M. But actually it really doesn't make any difference what you have in mind because the installation of a Hydro-Stick on a Chevy engine is exactly the same as it is for a standard Hydra-matic.

Fortunately for Chevy owners, Chevrolet uses Hydra-matic transmissions in some of their pickup trucks. The bellhousing, flywheel, and torque converter assembly used in the pickup trucks can also be used without alterations to connect a Hydra-matic to Chevy passenger car engines. The only special part you'll need is a pilot bushing that will fit the bore in the engine's crankshaft. These bushings are necessary for engines fitted originally with either Powerglide or Turboglide transmissions. They are available from B & M Automotive.

You'll also have to provide new rear motor-mount brackets on the frame side members and rework the driveshaft to make it the correct length and fit it with a front universal joint to match the transmission's output shaft, but these jobs aren't too difficult.

For information on a Hydro-Stick transmission, the floor-shift setup for a Hydra-matic, and the special pilot bearing you'll need for the job, contact B & M Automotive at 14530 Sherman Way, Van Nuys, Calif.

continued



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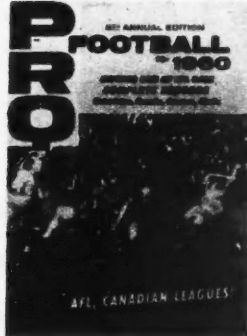
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EMBLEMS — CAR PLAQUES

WHAT'S YOUR PROBLEM?

The reason behind your wanting to change the carburetor on your engine undoubtedly is to improve the engine's performance. Rather than stick with a four-throat carburetor designed originally for a different engine I would recommend you find a standard 348 three-carburetor manifold and carburetor setup. This arrangement, with special mechanical progressive throttle linkage that actuates the middle carburetor only at low engine speeds, would be far superior in all respects to any four-throat you could adapt to your present manifold.

Carburetors are calibrated, most painstakingly, for the engine on which they are to be used. This is necessary because no two engines of different designs have the same carburetor requirements. More often than not the results of switching a carburetor from an engine of one make to an engine of another make is poor performance at some point in the engine's range of operation and, more likely than not, poor fuel mileage. These deficiencies are in addition to the mechanical difficulties that involve mounting flange sizes and shapes, fuel lines, throttle linkage, etc.

THINK TWICE

Dear Don:

The engine in my 1950 Ford is fitted with Johnson adjustable tappets. The tappets were installed in the engine when I had it rebuilt just over 40,000 miles ago and they haven't been adjusted since. I'd like to adjust them but I don't know exactly how to go about it. Also, the engine has a reground camshaft.

—Don Orr
San Fernando, Calif.

Thousands of Johnson adjustable tappets were installed in flathead Ford V8's and Mercury's when these engines were popular for competition and passenger cars. To adjust them it's necessary to first remove the engine's intake manifold to make them accessible. Then the camshaft is rotated by rotating the crankshaft to the position that places the heel of the cam for the lifter to be adjusted under the lifter then rotating the adjustment screw in or out of the tappet's body to increase or decrease the clearance between the end of the screw and the valve stem as necessary. The amount of clearance will depend on the camshaft grind.

The only difficult thing about adjusting Johnson tappets is holding their body stationary while their adjusting screw is being rotated. Special wrenches for this purpose were included with each set of tappets but they are clumsy to use and sometimes they break. The standard procedure of most engine builders who install tappets of this type is to drill a hole approximately $\frac{3}{16}$ inch in diameter through the side of each of the cylinder block's tappet bosses before the tappets are installed. These holes make it easy to prevent rotation of the tappet bodies by inserting a punch or length of steel rod through the holes and the slots in the side of the bodies.

If the tappet bosses in your engine were drilled, or they weren't drilled but you have a pair of the Johnson wrenches, and you know what the tappet clearance should be for your engine's camshaft, you should be able to adjust the tappets with only a reasonable amount of trouble. But if the bosses weren't drilled and

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you don't have the wrenches, don't try to do the job because you'll end up wishing you hadn't started.

AMERICAN JUICE IN A BRITISH CAN

Dear Don:

I have a 1953 Jaguar XK 120 fixed-head coupe. The armature in its generator burned out recently. I would like to convert the system to an American generator and regulator. Could you advise me on this conversion?

I would like to use a '56 Pontiac generator and regulator because I have them on hand. Another reason I want to use the Pontiac parts is that in the near future I plan to install a Pontiac or Chevy V8 engine in the car.

—James Lucas
Oshkosh, Wisconsin

As both your Jag and '56 Pontiacs have 12-volt electrical systems, the only problems the swap would present would be mechanical ones. These would involve mounting the generator on the engine, establishing the correct crankshaft to armature drive ratio, and finding a suitable pulley and belt combination.

Mounting the generator on the engine shouldn't be too difficult. Chances are it would be possible to use at least part of the standard Jag mounting setup. If necessary, an adaptor could be made for the generator.

Providing the correct drive ratio and pulley and belt setup could be a little more difficult. The correct drive ratio can easily be determined by measuring the crankshaft pulley on a '56 Pontiac and comparing its diameter with that of the pulley on the generator. Approximately the same ratio should be maintained with the Jag installation; however, the ratio doesn't have to be exact. The main thing to watch is that the armature is rotated fast enough at low speeds to allow the generator to charge at least a few amps but that it is not rotated so fast at high car speeds that it will be damaged by centrifugal force.

Due to the fact that the majority of the generators used on American passenger cars are manufactured by only two companies, and because of the great number of installations involved, many pulleys of different sizes and for different belts are interchangeable on the same armature shaft. This might be of some use to you. When you determine the diameter of the pulley you need, take your problem to the local auto electric supply company. If you're lucky, they'll have a pulley you can use. If you're unlucky, you may have to have the pulley made at a machine shop.

Installing the generator regulator is a simple matter of mounting it in a suitable location and then connecting it into the electrical system with either the original or new wiring. The only precaution you must take with it is to be sure it has the same ground polarity as the Jag's electrical system. All twelve-volt electrical systems in American automobiles are negative grounded.

If new wires are used for the regulator be sure their conductors are large enough to carry the electrical loads to which they will be subjected.



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UPDATING A '57 CHEVY

Dear George:

I have been a reader of CAR CRAFT Magazine for years. During this period I have read many fine articles on customizing. Now that I have a '57 Chevy, I have a problem that I think you'll be able to solve.

First of all, it is slightly customized by use of a '59 Impala roof scoop, '57 Plymouth hub caps and skirts. I want to change the grille, but I don't have the slightest idea what I should switch it with. I also want to change the taillights. If at all possible, I want something that will be unique and custom appearing but simple and easy in installation. Perhaps some type of bolt-on lens would be best. Do you have any suggestions?

The hood on my Chev has those air scoops. Now I want to change these. I have seen a few Chevs with parking lights of some nature mounted. I can't seem to find out what model light I should mount. Can you tell me?


Thanks for your help. The tail-
 light problem is the biggest.

—James England
 Indianapolis, Indiana

There are, of course, several grilles that you could employ. I like the tube bar assembly that you can purchase at any auto supply house or direct from a number of individual manufacturers that advertise in our magazine. If you don't particularly desire the tube grille, then figure on a bit of work for a distinctive grille.

Probably one of the easiest grille swaps is the Buick checkered unit from the '58 model. It gives the appearance of a floating unit and is quite custom appearing. Once you pick up a Buick grille, measure the horizontal length of your Chev's grille shell. Transfer this measurement to the grille; you'll probably have to cut it down a little for proper fit. Once the assembly is cut to fit, hold the assembly to the shell and determine whether or not the height corresponds to that of the cavity. If not, and if it is too big, remove a single row of the checks from the grille. Then, if it fits, measure the height of the cavity and cut a center brace and two end pieces from some flat stock metal. Attach the grille sections to this and mount after attachment holes have been drilled. If the

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☐ I am over 18 years of age or have my parents' — guardians' permission to study Karate.

grille has been properly trimmed and cut to fit, then the final installation should be quite simple.

For taillights, you can bolt-on '58 Chev Impala lenses to the '57 Chevy you own. Or, you can cement '59 Cadillac replacement lenses to the stock lenses. Use the '58 Impala back-up light for your hood air scoops. This is a simple operation to perform. Just remove the stock chrome trim and determine the best way of attaching the light unit. You'll have to drill a couple of holes maybe before you accomplish your task.

"TO THE FULLEST EXTENT"

Dear George:

I think your column is tops and I look forward to seeing my letter in it. I plan to purchase a '55 Pontiac two-door hardtop in the near future and I want to customize it to its fullest extent.

Is it possible and would it look good if I chop the top four inches? And would '59 Pontiac taillights fit? Money and labor are known problems, so I would like your opinion of the best taillights I could adapt.

I am sure that you are familiar with the Pontiac hood. Would I have to replace it with something else, or can I fill it in?

—Richard Rufo
Los Alamitos, California

I think that the proposed top chop would look very good. I'm glad that you have already considered money and labor. Many don't. For taillights, I think I would go to a double french-in "V" fin on the top of the fender and cap it with handmade plastic lenses that would be custom designed to the exact contour of the fin.

That hood presents quite a problem to some. If I were doing the work, I would french-in a concave scoop over the indentations and concave the front section. This should be original and another first in styling.



In the 'Synchronizing Multiple Carbs' feature appearing in the August 1960 issue of C&R CRAFT Magazine, we erroneously printed the wrong address and credit for the UNI-SYN multiple carburetor synchronizing device.

The D&R MANUFACTURING COMPANY, 11522 LONG BEACH BOULEVARD, LYNWOOD, CALIFORNIA is the developer and manufacturer of UNI-SYN. All inquiries should be addressed to the above.

A Frank Marotta Presentation

NATIONAL AUTO REVIEW

OCTOBER 19-20-21-22-23 STATE ARMORY

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Address

City State

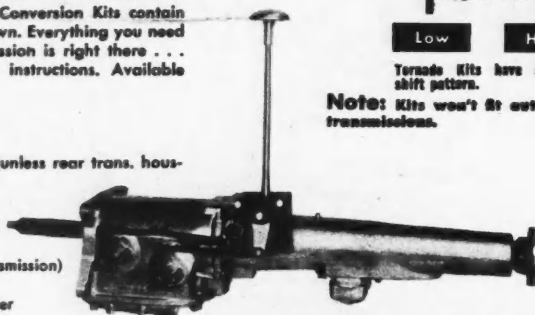
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- 1948-56 Stude Commander
- 1947-57 Stude Champion
- 1949-60 Chev
- 1949-50 Olds



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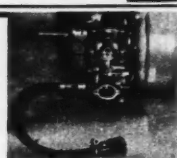
Goggles with 2 extra lens—\$2.95

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COMING EVENTS

DRAG SCHEDULES

Denver (Castle Rock), Colo. — 9/11, 10/2. Continental Divide Raceway.
Julesburg, Colo. — Oct. 2. Platte Valley Customs Club.
East Haddam, Conn. — Every Sun. Connecticut Dragway. Nulmeo State Timing Ass'n.
Davie, Fla. — 2nd & 4th Sun. Broward Auto Club.
Miami, Fla. — 1st & 3rd Sun. South Fla. Timing Ass'n.
Green Cove Springs, Fla. — Every Sun. Thunderbolt, Inc.
Kissimmee, Fla. — 1st Sun. Central Florida Timing Ass'n.
Venice, Fla. — 1st Sun. Vagabonds, Inc.
Augusta, Ga. — Every Sunday. Augusta International Speedway.
Gwinnington, Ga. — Newton County Drag Strip. 4th Sun.
Sterling-Rock Falls, Ill. — Every Sunday. '88' Dragway.
Muncie, Ind. — every Sunday. Muncie Dragway.
Coffeyville, Kans. — 1st & 3rd Sun. Coffey Grinden Hot Rod Club.
Mansfield, La. — 3rd Sun. each month. Ark.-La.-Tex. Timing Ass'n.
Opelousas, La. — 2nd Sun. each month. Pel-State Drag Strip.
Sanford, Maine — every other Sun. New England Hot Rod Council.
Orange, Mass. — 3rd Sun. ea. month. New England Timing Ass'n.
Detroit, Mich. — Every Sun. Detroit Dragway.
Minneapolis, Minn. — Every Sunday. Twin Cities Optimize Club Timing Ass'n.
Belgrade, Mont. — 2nd Sun. each month. Bozeman Racers.
Grand Island, Neb. — 9/11, Grand Island Jaycees.
Scottsbluff, Neb. — Sept. 18. Nile Valley Timing Ass'n.
Henderson, Nev. — 2nd & 4th Sun. Industrial City Timing Ass'n.
Alto, New Jersey — Every Sunday. Every Wed. night. South Jersey Timing Ass'n.
Great Meadows, N.J. — Every Sunday. Great Meadows Timing Ass'n.
Vineland, New Jersey — Every Sat. nite thru Sept. 17. Vineland Speedway.
Hobbs, N.M. — 1st Sun. Charlotte's Auto Club.
Roswell, N.M. — 3rd Sun. Dusters Auto Club, Walker AFB.
Chardon, Ohio — Every Sunday. Thompson Speedway Drag Strip.
Cincinnati, Ohio — Every Sunday. Beechmont Dragway.
Dayton, Ohio — Every Sun. Dahle Drag Strip. Mont. Co. Timing Ass'n.
Toledo, Ohio — Every other Sun. Glass City Dragway.
West Salem, Ohio — Every Sunday. Dragway '42.'
Durant, Okla. — 4th Sun. Durant Timing Ass'n. Eaker Field.
Oklahoma City, Okla. — Open every Sun. Oklahoma City Drag Strip.
Tulsa, Okla. — Every other Sun. T.T.A.
The Dalles, Ore. — Sept. 11, Dallas Airport — MCTA.
McMinnville, Ore. — Columbia Timing Ass'n. 9/24, 25.
Charlestown, R.I. — 9/11, 10/2. Southern New England Timing Ass'n.
Pellon, S. Car. — Every Sat. night. Palmetto Racing Affiliates, Inc.
Halls, Tenn. — 1st & 3rd Sun. Memphis Stockers.
Abernathy, Texas — 4th Sun. Tri City Drag Ass'n.
Abilene, Texas — 3rd Sun. Abilene Jaycees.
Amarillo, Texas — Every Sun. Amarillo Dragway.
Caddo Mills, Texas — 1st Sun. North Texas Timing Ass'n.
El Paso, Texas — 2nd & 4th Sun. El Paso Timing Ass'n.
Newark, Texas — 2nd & 4th Sun. Tarrant Co. Modified Auto Ass'n.
Wichita Falls, Texas — 2nd Sunday each month. Red River Drag Strip.
Petersburg, Pa. — Every Sunday. Eastern Dragway.
Lynchburg, Va. — Ev. Sun. Associated Wheels, Inc.
Bay View, Wash. — 9/3, 4, 5, 18, 10/2, 16, 30. Bay View Timing Ass'n.
Bremerton, Wash. — 9/11, 23, 10/9, 23. King Co. Youth Auto Council.
Kent, Wash. — 9/11, 10/9, 23, 11/25. Pacific Raceways.
Cheyenne, Wyo. — Sept. 4 & 5; Oct. 30. Cheyenne Timing Ass'n.
Deseronto, Ont., Canada — Peaceful Racers.

SHOW SCHEDULES

Hartford, Conn. — Oct. 19-23. National Auto Review, State Armory, Marata Speed and Custom Parts.
Topeka, Kan. — Oct. 1-2. 2nd Mid America Auto Spectacular, Municipal Aud.
Detroit, Mich. — Sept. 2-5. Natl. Champion Custom Car Show. Detroit Artillery Armory.
St. Louis, Mo. — Nov. 10-13. National Speed and Custom Car Show, Mid-III Timing Ass'n.
White Plains, N.Y. — Oct. 28, 30. Westchester's Autorama. Westchester County Center.
Hanover, Penna. — Nov. 25-27. Hanover's 1st Annual Rod and Custom Kar Show, Shuls Chevy Garage.
Hanover Rod and Custom Club.
Nashville, Tenn. — Nov. 19-20. 2nd Annual Central South Autorama, State fairgrounds coliseum. Tappett, Inc.
Milwaukee, Wis. — Oct. 29-30. 6th Rod-O-Rama. Milwaukee Aud., Artists and Melotones Hot Rod Club.

CAR CRAFT

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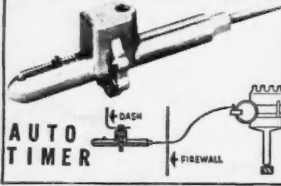
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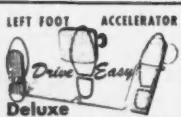
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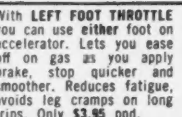
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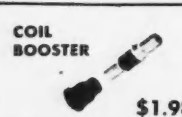
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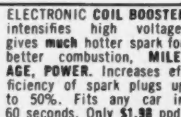
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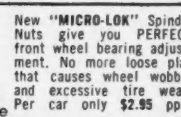
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